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## American Railroad Journal.

New York, Saturday, February 8, 1868.

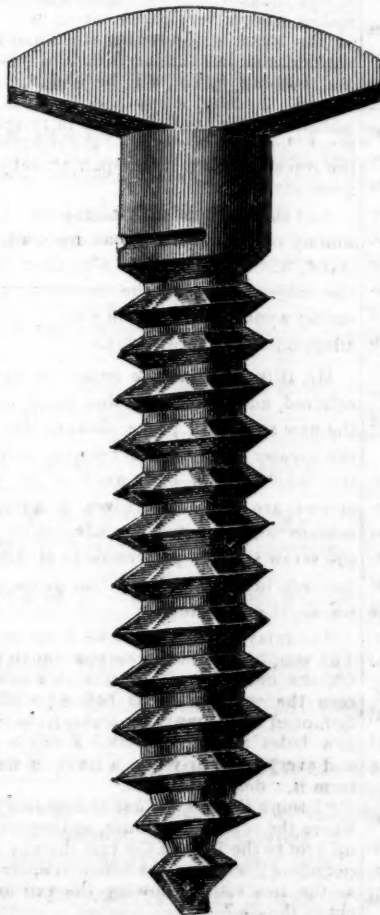
### The United States Railroad Screw Spike Company.

A company with a large capital has recently been formed in this city, having for its President Mr. Henry Young, and for its Secretary Mr. G. B. Hubbell (known favorably for so many years to the hardware trade of the country both as a merchant and manufacturer) and comprising among its members such well known and prominent citizens as Enos Richardson, Charles A. Townsend, H. F. Lombard, E. C. Litchfield, E. C. Becker and others, for the manufacture of a new description of Screw-Spike for railroads, intended to supersede the common driving spike.

This company has just erected a capacious factory in the town of Ossining, Westchester Co., N. Y., for the manufacture of this article. The invention is interesting not only to railroad companies, to whom, in an economic point of view, it will doubtless be of much importance, but to the entire traveling community, whose personal safety it is intended and calculated to secure.

That our readers may understand the matter more clearly, we insert a cut representing the full

size of the Screw-Spike, from which it will be seen that it is simply a wood screw with a double hooked head. It is designed to hold the rail more firmly to the tie, and to avoid working loose as the present description of spike does, and in this way to prevent the starting of the rails, which, as our readers know, is the cause of so



many accidents. In this respect the invention is one of great importance to the public, its promoting greater safety in railroad traveling, and as

soon as its value in this regard is understood and appreciated we apprehend its universal use will be demanded by the public.

That a screw is a more secure fastening than a nail, it is of course unnecessary to argue—the extent to which the one has displaced the other where strain or traction is involved is the evidence of this, and it only seems strange that a principle so simple and so obvious should have been overlooked in fastening down iron rails on wooden ties or sleepers—that it is so, the experience of the past four years in the use of Montignani's Patent Screw Spike has, we understand, abundantly evidenced, and testimonials have been laid before us from the trackmasters of many railroads confirming this. Of these we shall only copy three or four which seem directly to the point.

Mr. Featherly, track master of the New York Central Railroad, has written to the company as follows:

"I put down your screw-spikes sixteen months ago on a section of our road where the heaviest work is done, viz., on a steep grade on the main track three miles from Albany, one quarter mile above West Albany, and they are there to-day as firm and secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time. I know they are safer than the common spike and a great saving of both life and property."

Mr. James R. Hilliard, trackmaster of the Erie Railway, makes a similar report in a letter to the company. He says:

"They will hold a rail more firmly to the tie, and will not work loose as the spikes now in use do," adding: "Driving the spike is liable to split or check the timber, which of course causes it to decay. The screw spikes, I think, overcome that difficulty. It is now fifteen months since I put the screw spikes on the track of the Erie Railroad, near Jersey City, on a reverse curve where all our long heavy freight trains pass each way, and, so far as my opinion goes, I must say I have never had a piece of track that keeps its gauge equal to that when the screws are in use."

Mr. Marble, trackmaster of the Albany and Saratoga Railroad, we see, writes as follows:

"On examining the screw spikes put down by me December 16, 1863, I find they have not started either upward or sideways; that they still hold the rail to the ties as securely as when first put down, while great numbers of the common spike

are loose and out of place, and I find on examination the threads of the screws are bright and clean."

To the same effect Mr. E. H. De La Vergne, trackmaster of the Shore Railroad, writes:

"Having examined and tested your screw-spikes on our road I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our railroads would be perfectly safe, so far as the track is concerned."

Mr. A. F. Snyder, trackmaster, Albany, has written in these words:

"This is to certify that the screw spikes put down on the bridge over the Hudson River at Albany, N. Y., by the United States Railroad Screw Spike Company, February, 1866, have done their work perfectly, holding the rails securely and firmly to the ties, not having started in the least, while the ordinary spikes which were put down on the bridge at the same time have many of them started up and are quite loose and useless."

Testimonials to this effect from the men practically acquainted with the use of this article might be multiplied, but we have adduced enough to prove that they conduce in a very essential manner to safety of railroad traveling, by preventing the loosening or starting of the rails, which, as we have already said, is the cause of so many accidents, and such frequent loss of life. And as soon as this fact is generally known, their use will be a matter simply of necessity with the railroads, for the people will demand it.

This is, of course, the aspect of the subject which is of the first importance, and which most directly interests the public—the tendency to lessen the risk of railroad traveling, which unquestionably the use of this screw spike will have—and we hope the claims of the invention will receive attention, and the evidence in support of these claims will be investigated by the press and by thoughtful men throughout the country; and to this end we suggest that parties interested in the subject should write to the secretary, G. B. Hubbell, Esq., at the office of the company, 45 Cliff street, who will, we are sure, be happy to send in reply the fullest information. And surely every man who travels, or who has a wife or child, or friend who travels upon a railroad, is interested in this matter.

We desire to call public attention to this subject first and chiefly, we confess, that such a pressure of public demand may be brought to bear upon the railroad interest as will compel their attention to the subject. It is a trite proverb that "corporations have no souls;" and assuredly the fearful record of railroad accidents in this country presenting such an aggregate destruction of human life as is without parallel in railroad management in the world, and exhibiting a fearful laxity in our administration of them shows that our railway corporations form no exceptions to the general rule; and if they are brought to adopt any reforms or improvements in their system, it must be either from the pressure of public opinion or the hope of increasing dividends. Fortunately, we believe that both these considerations will combine in the present case; for we cannot doubt, on the one hand, that the traveling public will imperatively demand the use of this article, if it be the means of greater safety, as it doubtless will; and, on the other, we find from an examination of the facts that so far from the screw spike

costing more money than the common spike it will in reality be much cheaper.

It is true that the first cost of the screw spike is considerably more per pound than—perhaps double—that of the common article. But it would be a great mistake to suppose its cost is, therefore, twice as great, or greater at all; on the contrary, it seems plain that it will be considerably less. On this subject of the greater economy of the article, the advertisement of the company tersely and clearly states the facts. It says:

"In order to remove the rail it will only be necessary to reverse the screw one quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized. Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used the rails are held so firmly in their place that this injury is prevented. The saving to railway companies in ties alone, it is estimated, will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike."

"It is also calculated that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving."

And this is abundantly corroborated by the testimony of practical railroad men, all, we understand, without exception, who have investigated the subject, avowing the conviction that a large saving would be effected in cost by the universal adoption of the screw spike.

Mr. Hilliard, to whose letter we have already referred, adds further on this point of cost, that the new spike will prove cheaper, not only from the greater cheapness in relaying iron, but from the much longer endurance of the ties where screws are used. He gives, in addition to the reasons already cited for advocating the use of the screw spike in preference to all others that he has seen in use for twenty-four years on railroad tracks, the following:

"In relaying iron it will be done *much quicker*. You simply give the screw one-fourth turn back, lift the old rail, replace it with a new one, then turn the screw back as before; while the old-fashioned spikes must be drawn from the ties, and new holes made every time a rail is replaced—and every spike driven in a tie is, as we trackmen term it, "death to the tie."

"I think the ties *will last at least four years longer* where the screws are in use, as they keep the ties up firm to the base of the rail, thereby preventing pounding; whereas the common spikes draw out as the ties settle, allowing the rail to bend and cut in the tie."

And Mr. Featherly (already referred to) also says on this subject:

"I know they are safer than the common spikes, and a great saving of both life and property—at least fifty per cent. in ties, and quite as much in spikes—saying nothing of economy in labor,

and of the firmness of the rail, obviating the immense jarring which cuts the ties—caused by loose spikes and rails—and yet giving to the track that easy and connected spring so long desired."

Another source of economy in the use of these screws is that they can be drawn and re-used frequently, while spikes are necessarily crooked in drawing them from the wooden ties, and are commonly cast aside as scrap.

But a further and a higher consideration of economy remains still to be noticed. It is the saving certain to be effected by railroad companies in avoiding the losses caused by railroad accidents. If it be true, as we suppose is unquestionably the fact, that accidents involving great loss of property, and heavy damages for injury and death to individuals, have been caused by the defective fastening of rails, then an invention which avoids such danger may well be paid for as a premium on a policy of insurance against such losses, and, therefore, on the very lowest ground of pecuniary interest, the use of these spikes will be wise and economical.

We have no doubt that these considerations of economy will be regarded by prudent railroad managers, who will the more willingly and promptly bow to the demands of public opinion, when they understand that at the same time they are promoting directly their own pecuniary interests.

We have only to add that the company, composed, as we have said, of influential and sagacious men, and represented by intelligent and effective officers, has a large capital, and has gone into this enterprise with confidence in the final success of their patent, and a far-seeing apprehension of the magnitude of the business to be done. Having devoted nearly two years to careful study of the subject, and necessary preliminary experiments, they have erected a large factory, in which they have put a quantity of costly and powerful patent machinery, which enables them even now to turn out five or six tons daily of their screw spikes, and with facilities at once to increase the production to many times that amount. The peculiarity of the screw is that it is not cut, but hammered, thus securing by the process of hammering the greater toughness and higher refinement of the iron. The machinery employed in heading the screw (invented by Mr. Benjamin Walker), is exceedingly ingenious, and does its work most perfectly. In a single heat the whole process of making the screw is completed. The rod, when heated, is first put into the heading machine, and the head forged, and then it is transferred to the screw machine, and the thread, which is perfect and sharply cut, hammered out.

The company are at present engaged in preparing tools for putting in the screws with ease and rapidity, which it is expected will reduce the cost to below that of driving the ordinary spike.

We have thought this matter of so much importance, not only to the public, but to the railroad interest itself, that we have devoted so much of our space to it this week, and we suggest to the press at large that this is a subject to which it may be well to call the attention of the people. With Bessemer steel rails, and with screw spikes to fasten them, we may hope to avoid many of the



accidents which arise from the starting and displacement of rails, and although they may cost railroad companies more money at the start, they will both be found in the end great sources of saving.

#### New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1867:

##### RECEIPTS.

From passengers .....	\$1,281,454 04
From freight.....	353,072 65
From U. S. mail, rents, express, freight and other sources.....	230,776 67
	<u>\$1,865,303 36</u>

##### EXPENSES.

Maintaining railroad, bridges and buildings.....	\$259,967 28
Repairs of locomotives, cars and machinery..	160,417 98
Fuel—cost and labor in preparing .....	150,007 47
Operating the road and transporting passengers and freight.....	428,214 92
Office expenses, salaries and contingencies...	20,546 06
	<u>1,019,153 71</u>

\$846,149 65

Interest on bonds .....	\$59,673 54
Transit duty on passengers & freight.	33,799 29
State tax on capital stock.....	28,437 50
Government tax.....	65,000 32
Sinking fund .....	20,000 00
Dividends in cash, Aug. and Feb....	568,482 00
Profit and loss, to surplus earnings..	67,757 00
	<u>\$846,149 65</u>

\$846,149 65

The number of passengers transported over the road during the year, was as follows:

Over the whole line of the road .....	613,545
Between Jersey City and Newark.....	1,738,061
"    "    Elizabeth.....	160,049
"    "    Rahway.....	163,066
"    "    Uniontown.....	18,387
"    "    N. Brunswick.	136,697
"    all intermediate places .....	827,172

Total, not including commuters and free passengers.....3,656,978

The number of tons of goods, wares and merchandise transported over the road during the year, was as follows:

Over the whole line of the road.....	55,888
Between Jersey City and Newark .....	42,738
"    "    Elizabeth.....	19,547
"    "    Rahway.....	14,068
"    "    New Brunswick.	29,082
"    all intermediate places.....	117,084

Total.....278,407

Number of miles run by passenger, freight and other trains, 677,201.

##### GENERAL STATEMENT.

Capital stock .....	\$6,000,000 00
Funded debt.....	850,000 00
Bonds and mortgages.....	512,614 00
Due other railroads.....	194,009 73
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below.	\$109,867 73
Dividend, 1st January, payable 3d February, 1868.....	293,750 00
	<u>403,617 73</u>

\$7,960,241 46

##### Cost of road and equipments:

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages.....	\$4,077,493 00
Locomotives, tenders & snow plows	469,000 00
Cars—passenger, freight and baggage .....	389,314 00

##### Property, viz:

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey Associates).....	\$2,393,297 44
Due from other roads.	66,497 55
Cash in bank, cash items, and balances due.....	564,639 47
	<u>3,024,434 46</u>
	<u>\$7,960,241 46</u>

President.—ALFRED L. DENNIS.

Secretary.—F. W. RANKIN.

Treasurer.—H. J. SOUTHWAYD.

Gen'l Superintendent.—F. WOLCOTT JACKSON.

##### Des Moines Valley Railroad.

The capital stock of this company, as authorized by the articles of incorporation, is \$8,000,000. The amount of stock subscribed and paid is \$1,820,200. The indebtedness of the company is \$3,687,003 91, viz:

Eight per cent. first mortgage bonds, issued at the rate of \$15,000 per mile on the first 154 miles of road, and secured by a mortgage on the road, its franchises and full equipment.....	\$2,310,000 00
Seven per cent. income bonds, issued at the rate of \$3,000 per mile on the first 154 miles of road, and secured by an indenture of trust on the net earnings of the road.....	462,000 00
Eight per cent. short bonds .....	120,000 00
All other indebtedness, including amount due contractors.....	795,003 91

The road extends from Keokuk to Des Moines, the Capital of the State, 162 miles, and is completed and in operation the entire distance.

The lands granted to this road are the residuum of the Des Moines River Land Grant, but none have ever been certified to the company.

The gross receipts of this road for the year, 1867, were \$735,586 71 which was disbursed as follows:

Operating expenses.....	\$412,125 05
United States revenue tax .....	5,704 41
Iowa State tax .....	7,355 87
Interest on first mortgage bonds .....	184,800 00
Interest on income bonds.....	32,340 00
Interest on short bonds .....	9,600 00
Paid incorporat'n expenses, to Lessees for rolling stock, &c., and on floating debt.....	83,661 38

Total disbursement.....\$735,586 71

No profits have been earned, out of which to declare dividends, and no dividends to stockholders can be paid until the floating debt is liquidated, amounting at present, as shown above, to be \$795,003 91, and probably not until the short bonds (\$120,000) are also paid.

The cost of building the road from Keokuk to Des Moines, including right of way, depot grounds and buildings, machine shops, rolling stock and

and all equipments, is \$5,507,203 91, or \$33,995 08 per mile.

##### Insurance Agents.

An important case has recently been decided by the First District Court of this city, involving the question of the responsibility of Insurance Companies for the acts of irresponsible Agents. The case was that of Simeon Mack *et al.*, vs. The American Exchange Insurance Company. It was a test case, and was taken up from an inferior court to decide the point whether the actions of an irresponsible broker bound an insurance company or not. It appeared that certain insurance brokers had procured the insurance of policies to certain parties, but had never accounted to the company for the premiums. The Court held that in such cases the insurance company was not bound by the action of the brokers, and could at any time cancel the policy for non-payment, to them or their agent, of the premium.

This decision is one of importance to every merchant and property owner, and shows the absolute necessity of the utmost care in the choice of a broker to pay premiums to. It is a warning to insure only with such brokers as are well known to be honest men and of good standing. The better way in this, as in all other transactions of a like nature, is to do business directly with the principals at the offices of the companies. The plaintiffs claimed that the brokers acted as agents of the company, which the defendant denied, though they admitted that they had at different times taken risks which were brought to them by these brokers, allowing a rebate of ten per cent. Justice Keven gave judgment for the defendants.

##### Indiana and Illinois Central Railroad.

We learn that a controlling interest in the stock of this company has been purchased by parties residing on the line of the road; and that at a meeting of the stockholders in Indianapolis on the 30th ult., new officers were chosen, viz: President, John K. Warren, of Decatur, Ill.; Vice President, N. T. Thornton, of Putnam County, Ind.; Treasurer, Burrows, of Decatur, Secretary, W. A. Morrison, of Indianapolis. It was determined to remove the office of the company to Decatur, Ill., as soon as possible. The new officers and directors have taken hold with a determination to have the road built at an early day. The company now has assets to the amount of \$1,000,000, which they are ready and anxious to turn over to any company of capitalists who will build the road.

##### Westham Iron Works.

The Richmond *Whig*, referring to the revival of these Works, under the auspices of a new company, says: "The company consists of General Joseph R. Anderson, of this city, Frederick H. Wolcott and David Hoadley, of New York, General Charles P. Stone, of Dover, Va., and Leslie Chase, of New York. The charter was recently granted by Judge Christian of the Circuit Court of Henrico. The capital stock is \$100,000, with the right to increase it to \$500,000, to be divided into shares of \$100 each. The company will hold the following amount of real estate: 2,000 acres in the County of Augusta, 5,000 in Rockbridge, 500 in Henrico, 500 in Appomattox, 2,000 in Amherst, and 2,000 in Nelson."

**The Union Pacific Railroad.**

The Government Commissioners for the Union Pacific Railroad have reported to the Secretary of the Interior that they find the sixteenth section of thirty miles of said road, commencing at the 510th mile-post and terminating at the 540th mile-post west from the Omaha, well constructed and ready for immediate service, and therefore recommended the acceptance of the section. The President of the United States has accepted the section, and ordered the patents and bonds accruing by law to be issued to the company. The 540th mile-post, where this section ends, is 7,525 feet above tide-water.

**Baltimore and Ohio Railroad.**

We have received a copy of the report of this company for the fiscal year ending September 30, 1865, which was presented at the annual meeting of the stockholders in Baltimore on the 18th of November last. The reports of this company have been delayed for several years past by reason of difficulty in settling accounts which had accumulated during the war and since. In view of the destruction of much valuable property, and many costly structures, during the war, which represented in part the capital of the company, it has been deemed proper to place all the expenditures for the maintenance and increase of machinery, and the construction of buildings, tracks, etc., for the year 1865 as expenses. The following is a comparative statement of the earnings and expenses of the Main Stem for the years 1864 and 1865:

MAIN STEM.		
Earnings:	1864.	1865.
Passengers.....	\$3,250,307 42	\$3,997,642 28
Tonnage.....	5,827,384 88	6,099,068 91
Total.....	\$8,577,692 25	\$10,096,706 19
Working expenses:		
Transportation exp.	\$801,061 21	\$1,113,203 33
General expenses...	52,013 87	35,416 14
Losses by accidents.	82,007 59	20,726 87
Repairs of railway..	809,362 48	1,483,422 16
" locomotives.	494,039 27	1,082,986 70
" burden cars.	461,527 65	476,479 70
" pass. cars...	98,960 03	287,250 86
" dump cars...	2,925 95	5,727 87
" stationery		
" machinery.	71,849 26	147,765 19
" depots.....	135,332 13	332,725 68
" water stati's.	20,798 90	30,074 09
" bridges....	82,221 07	194,005 89
" telegraphs...	6,238 45	42,317 83
Fuel and preparing.	107,145 93	238,943 58
Cleaning engines and		
cars.....	39,780 65	63,153 16
Pumping water....	9,309 12	11,674 36
Watching cuts tun-		
nels and bridges..	42,326 40	59,173 35
Contingent expenses		
of machinery de-		
partment.....	3,609 88	4,676 11
Total.....	\$3,270,509 05	\$5,658,722 32
Net earnings.....	\$5,307,183 20	\$4,437,983 87

It is shown that the earnings, in comparison with the fiscal year 1864, increased \$1,519,018 94, while the working expenses increased \$2,388,213 27—making thus a comparative decrease of net profits of the Main Stem of \$869,199 33. Compared with the fiscal year 1863, the increase of earnings being \$3,586,761 13, and the increase of working expenses \$8,692,874 91, the decrease of net profits amounted to \$106,113 78.

During the fiscal year, the sinking fund for the redemption of the city loan increased to \$956,724 64—showing a gain of \$56,860 40.

Dividends of 4 per cent. each upon the capital stock were paid on the 1st of November, 1864, and 22d of May, 1865. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1864, show reductions by payments on account of the loans stated as follows:

On loan redeemable in 1867.....	\$99,019 37
" " 1875.....	130,500 00
" " 1880.....	26,500 00
" " 1885.....	107,500 00
	\$358,519 37

The balance of cash in the Treasury, Sept. 30, 1865, was, \$1,302,898 38, after deducting \$135,903 92 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1865.

Statement of Profit and Loss for the years ending September 30:

	1864.	1865.
Balance from previous year.....	\$9,648,991 85	\$13,087,651 81
Net earnings.....	5,307,183 20	4,437,983 87
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	101,680 00	101,680 00
Increment of five million loan S. F.	35,121 18	44,848 48
House rents.....	4,571 86	3,777 79
	\$15,097,548 09	\$17,675,941 45
Dividends on stock.	\$1,311,954 00	\$1,050,000 00
Interest and taxes..	672,583 00	515,211 62
Ground rents.....	25,359 78	25,800 86
Balance.....	\$13,087,651 81	\$16,084,928 97
	\$15,097,548 09	\$17,675,941 45

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1864 and 1865:

	1864.	1865.
Liabilities:		
Stock.....	\$13,123,000 00	\$13,132,100 00
Stock scrip not funded.....	4,402 00	4,302 00
Certificates of indebtedness not conv. into stock.	22,890 00	14,130 00
Scrip issued for fractional certif.	1,670 00	1,430 00
Preferred stock...	3,000,000 00	3,000,000 00
Loan redeemable in 1867.....	915,280 50	821,261 13
Loan of 1875.....	1,024,750 00	894,250 00
" 1880.....	628,500 00	602,000 00
" 1885.....	1,852,000 00	1,744,500 00
City loan.....	5,000,000 00	5,000,000 00
* N. W. Va. R.R. 2d mort. bonds.....		493,000 00
* N. W. Va. R.R. 3d mort. bonds.....		201,000 00
Open accounts...	422,136 14	343,507 78
Unclaimed dues...	33,355 29	38,700 88
Wash. Br. road....	567,477 35	708,013 00
Profit and loss...	13,087,651 81	16,084,928 97
Total.....	\$39,683,112 59	\$43,083,123 76

\* Bonds of N. W. Va. R. R. guaranteed and endorsed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 18, 1864.

Assets:	1864.	1865.
Cost of road.....	\$18,515,666 08	\$18,515,666 08
" second track.	1,551,238 06	1,551,238 06
" rolling power	3,621,755 03	1,621,755 03
" real estate..	1,304,547 05	1,383,747 24

Property.....	\$24,993,206 22	\$25,072,406 41
Bonds of Central Ohio R. R. Co....	1,776,895 15	1,964,350 83
Stock and bonds of Pittsburgh and Connellsville R. Co. ....	80,808 74	200,005 92
Northwestern Va. R. R. Co.....	4,054,515 25	.....
Pref. stock Parkersburg Br.....	.....	5,680,684 94
Stock of Washington Br. R.R. Co.	1,016,800 00	1,016,800 00
Stocks and bonds including municipal and R. R. corporations...	1,473,599 45	1,917,161 60
S. F. \$5,000,000 loan	899,864 24	956,724 64
S. F. N. W. Va. bonds	646,000 00	.....
S. F. ground rents on Camden stat'n	101,191 66	101,191 66
Bills receivable, etc.	975,899 64	1,016,199 64
Outstanding acc'ts and uncollected revenue.....	2,934,147 16	3,020,804 27
Materials on hand.	462,161 76	533,895 47
Balance after paying interest on bonds due Oct. 1.	268,023 30	1,302,898 38
Total.....	\$39,683,112 59	\$43,083,123 76

**WASHINGTON BRANCH.**

Statement of earnings and expenses for the years ending September 30:

	1864.	1865.
Earnings:		
Passengers.....	\$688,643 02	\$747,582 06
Tonnage.....	175,836 87	168,704 61
Total.....	\$864,480 79	\$916,286 67
Expenses:		
Repairs of roadway and improvements.....	\$628,962 80	\$319,594 02
Repairs of depots...	8,064 82	12,796 48
" water stations	8,027 28	5,852 87
" bridges.....	58,978 07	23,603 37
Pumping water.....	1,985 93	3,447 45
Total.....	\$606,018 40	\$365,294 19
Net earnings.....	\$258,462 39	\$550,992 48

The earnings show an increase, as compared with the previous year, of \$51,805 88; the expenditures charged are \$240,724 21 less—making an increased gain of \$292,530 09. The expenses of the Road Department alone are charged to the Branch; all other expenses are paid by the Main Stem.

A dividend of five per cent. was paid Oct. 17, 1864, and a similar dividend on the 15th of May, 1865.

Statement of profit and loss for the years ending September 30:

	1864.	1865.
Balance from prev. yr.	\$704,841 66	\$542,477 35
Net earnings.....	258,462 39	550,992 48
Total.....	\$963,305 05	\$1,093,469 83
Dividends on stock...	\$165,000 00	\$165,000 00
State tax on passeng'rs	254,056 70	244,186 83
Ground rent.....	20 00	20 00
On account of annuity	1,750 00	1,250 00
Balance carried to next year.....	542,477 35	683,013 00
Total.....	\$963,304 05	\$1,093,469 83

Statement of the liabilities and assets of the Washington Branch, Sept. 30, 1864 and 1865:



Liabilities:	1864.	1865.
Stock .....	\$1,650,000 00	\$1,650,000 00
Annuity (principal) ..	25,000 00	25,000 00
Profit and loss.....	542,477 35	683,013 00
	\$2,217,477 35	\$2,358,013 00
<b>Assets:</b>		
Road & equipment ..	\$1,650,000 00	\$1,650,000 00
Amount due by B. & O. R. R. Co.....	567,477 35	708,013 00
	\$2,217,477 35	\$2,358,013 00

## NORTH WESTERN VIRGINIA RAILROAD.

Of the North Western Virginia Railroad—which became the Parkersburg Branch Railroad Company—the earnings for the three months ending December 30, 1864, were \$174,424 37; and of the Parkersburg Branch Railroad, for the nine months ending Sept. 30, 1865, were \$584,458 49—making the total earnings for the year \$758,882 86. The expenses of the former company for the three months stated were \$223,436 03; and of the latter company for the subsequent nine months, \$492,569 01—making the total expenses for the year \$716,005 04; which shows the aggregate net result to be \$42,877 82. The earnings were \$62,179 87 more than for the preceding year, while the expenses increased \$146,337 21—showing a comparative net decrease of \$84,157 34.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

	1864.	1865.
Earnings:		
Passengers.....	\$236,814 99	\$322,314 81
Tonnage.....	459,888 00	436,568 05
Total.....	\$696,702 99	\$758,882 86
<b>Expenses:</b>		
Transportation .....	\$82,229 82	\$108,348 47
Repairs of road .....	238,567 81	290,875 83
“ water stations .....	876 73	2,997 87
“ telegraph.....	2,215 40	6,030 09
“ stationary machinery .....	3,441 31	5,918 28
“ locomotives .....	111,289 39	133,697 12
“ burden cars.....	63,772 31	70,595 43
“ passenger cars .....	9,445 26	12,663 68
“ dump cars.....	727 11	424 75
“ bridges.....	13,615 02	15,710 32
“ depots.....	5,928 42	16,741 84
Pumping water.....	2,201 90	2,892 75
Losses by accidents, etc.	592 28	4,871 85
Fuel and preparation..	17,327 90	24,781 67
General expenses.....	12,902 50	15,377 11
Cleaning engines & cars	4,274 78	3,812 38
Contingent expenses ..	359 89	265 60
Total.....	\$569,667 83	\$716,005 04
Net earnings .....	\$127,035 16	\$42,877 82

The aggregate earnings of the Main Stem, Washington Branch, N. W. Virginia and Parkersburg Branch, for the years ending September 30, 1864 and 1865, were as follows:

	1864.	1865.
Main Stem.....	\$8,577,692 25	\$10,096,706 19
N. W. Virginia R.R.	696,702 99	174,424 37
Parkersburg Branch .....		584,458 49
Washington Branch .....	864,480 79	916,286 67
Totals.....	\$10,138,876 03	\$11,771,875 72

The expenses of operating and repairs were as follows:

	1864.	1865.
Main Stem.....	\$3,270,509 05	\$5,658,722 32
N. W. Virginia R.R.	569,667 83	223,436 03
Parkersburg Branch .....		492,569 01
Washington Branch .....	606,018 40	865,294 19
Totals.....	\$4,446,195 28	\$6,740,021 55

And the revenue, after deducting the cost of operating and repairs, as follows:

	1864.	1865.
Main Stem.....	\$5,307,183 20	\$4,437,983 87
N. W. Virginia R.R.	127,035 16	*49,011 66
Parkersburg Branch .....		91,889 48
Washington Branch .....	258,462 39	550,992 48
Totals.....	\$5,692,680 75	\$5,031,854 17

## \* Deficit.

Showing an aggregate net decrease, compared with the preceding year, of \$660,826 58.

The following table gives the receipts of the last five years, those for 1861, 1862, 1863, and 1864, being inserted as a measure for comparison:

Main Stem—	Passengers.	Tonnage.	Total.
1861...	\$889,159 05	\$2,424,266 65	\$3,211,425 70
1862...	1,769,497 13	2,712,361 85	4,481,858 98
1863...	2,332,806 37	4,177,138 69	6,509,945 06
1864...	3,250,307 42	5,327,384 83	8,577,692 25
1865...	3,997,642 28	6,099,063 91	10,096,706 19
<b>Washington Branch—</b>			
1861...	\$327,897 03	\$110,260 66	\$438,157 69
1862...	444,262 30	334,154 37	778,416 67
1863...	500,117 08	203,006 51	703,123 59
1864...	688,643 92	175,836 87	864,480 79
1865...	747,582 06	168,704 61	916,286 67
<b>N. W. Va. R. R.—</b>			
1861...	\$134,386 14	\$216,145 59	\$350,531 73
1862...	125,780 09	238,242 10	364,022 19
1863...	147,874 97	298,345 89	446,220 86
1864...	236,814 99	459,888 00	696,702 99
1865...	322,314 81	436,568 05	758,882 86

Aggregate—	1861.	1862.	1863.	1864.	1865.
1861...	\$1,349,424 22	\$2,650,672 90	\$4,000,097 12		
1862...	2,339,539 52	3,284,758 32	5,624,297 84		
1863...	1,980,798 42	4,678,491 09	7,659,289 51		
1864...	4,175,766 33	5,963,109 70	10,138,876 03		
1865...	5,067,539 15	6,704,336 57	11,771,875 72		

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch and the Parkersburg Branch. The length of these several lines is as follows:

Baltimore and Ohio Railroad .....	379.6 miles.
Washington Branch .....	30.0 “
Parkersburg Branch .....	103.5 “
Total .....	513.1 miles.

The stock of engines on hand at the close of the fiscal year 1865, numbered 243; of which 200 were first class, 34 second class, and 9 third class.

The number of cars owned by the company is as follows: 130 passenger, 22 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 2 baggage, 8 officers, and 3,549 tonnage, stock and coal cars.

The mileage of engines in 1864 and 1865 on the lines severally, was as follows:

	1864.	1865.
Main Stem.....	3,493,376	3,798,323
Washington Branch.....	435,144	584,848
N. W. Virginia R. R.....	416,837	436,729
Totals.....	4,345,357	4,819,900

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1864 to 166,118, was in 1865, 164,476—showing a decrease of 1,642 tons.

The aggregate quantity of coal transported on the Main Stem in 1864, was 359,561 tons; and in 1865, 408,170 tons—showing an increase of 48,609 tons.

The tonnage of live stock in 1864, was 25,433; in 1865, it was 26,304.

The quantity of lumber brought to Baltimore in 1864, was 9,868 tons; in 1865, 12,096 tons.

The quantity of flour brought to Baltimore in 1864, was 616,917 barrels; in 1865, 631,688 barrels—an increase of 14,771.

In the last Annual Report full statements and explanations were made of the agreements with the city of Baltimore, and the Northwestern Virginia Railroad Company, under which a re-organization of that company, and a reduction and consolidation of its debts were to be effected. Under the arrangements connected with these agreements, the payment of the entire sum of the bonds of the Northwestern Virginia Company, endorsed by the Baltimore and Ohio Railroad Company, viz: \$1,000,000 of second, and \$500,000 of the third mortgage bonds was assumed, principal and interest, by this company.

The endorsed bonds of the Northwestern Virginia Railroad Company, which were embraced in the last annual statement as a sinking fund for the extinction of those liabilities, viz: \$444,000 of the second, and \$202,000 of the third mortgage bonds, as well as \$63,000 of the former, and \$97,000 of the latter, subsequently purchased for the same object, have been retired. The remainder of the second mortgage, viz: \$493,000, and of the third mortgage guaranteed bonds, viz: \$201,000, now appear in the accompanying statement, among the direct liabilities of the Baltimore and Ohio Railroad Company. The payment to the City of Baltimore of \$1,200,000, for its interest in the Northwestern Virginia Railroad Company, and the assumption of the guaranteed debts, as stated, with other advances made to that company, swelled the aggregate of the liabilities of the Parkersburg Branch Railroad to this company, on September 30th, 1865, to \$5,680,684 94. Under the agreements, this indebtedness was adjusted in the preferred stock of the reorganized company.

By unanimous action, the Board in July, 1865, purchased from the Government of the United States, four first class steamships, for the purpose of inaugurating permanent intercourse by steam between Baltimore and Liverpool.

This enterprise was commenced with the cordial sanction of all the interests connected with the company, and has produced results of the greatest magnitude and importance in advancing and assuring vast interests, embracing those of the city of Baltimore and all the extensive regions for which, through the Baltimore and Ohio road and its branches, Baltimore furnishes the most economical and advantageous port for foreign commerce.

## Western Central Railway.

The *Columbus Journal* says that the Western Central Railway Company, of Ohio, has filed its certificate for incorporation with the Secretary of State. It is the intention of the company to build a railroad from West Salem, Wayne County, to a point on the western boundary of Ohio, in the township of Washington, Mercer County. The road is to run through the counties of Wayne, Ashland, Richland, Crawford, Wyandot, Hardin, Auglaize and Mercer. The capital stock of said company is \$1,500,000. A meeting of the incorporators of the company was held at Bucyrus on the 16th ult. Delegations were present at the meeting from all points on the line from West Salem to Logansport.

## Casenovia and Canastota Railroad.

The subscribers to the stock of this road are promptly paying in to the Treasurer the required ten per cent. on their stock. At a meeting of the directors on the 16th ult., the following officers of the company for the ensuing year were elected; Lewison Fairchild, President; Charles Stroud, Vice President; B. F. Jervis, Secretary and Treasurer. Messrs. Stroud, Jervis & Sage were appointed as executive committee.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	100	\$1,875,139		Hartford and New Haven.....	100	\$3,000,000	J. A. J. & O. Jan. '68	Port, Saco & Portsmouth.....	100	\$1,500,000	J. & D. Dec. '67
Allegheny Valley.....	50	1,488,400		Hannibal and St. Joseph.....	100	1,900,000		Providence & Worcester.....	100	1,800,000	J. & J. Jan. '68
Alton and St. Louis.....	100	1,252,300	J. A. J. & O. Oct. '67	Do. do. pref.....	100	6,233,820		Reading and Columbia.....	50	665,019	
Atlanta and West Point.....	100	1,222,200	J. & J. Jul. '67	Hanover Branch.....	50	116,850	M. & N. Nov. '67	Rensselaer and Saratoga.....	50	800,000	A. & O. Apr. '67
Atlantic & N. Carolina.....	100	1,542,225		Housatonic.....	100	820,000		Richmond and Danville.....	100	2,000,000	
Atlantic & Gt. Western.....	50	1,522,150		Do. pref.....	100	1,180,000	J. & J. Jan. '68	Richmond and Petersburg.....	100	847,000	
Do. pref.....	50	1,910,000		Hudson River.....	100	13,937,100	F. & O. Oct. '67	Rich, Fred. and Potomac.....	100	1,041,800	
Atlantic & St. Lawrence.....	100	2,494,900	J. & J. Jan. '68	Hazleton.....	50	1,615,000	F. & A. Feb. '68	Rockport.....	100	88,400	Nov. '67
Augusta and Savannah.....	100	733,700	J. & J. Jul. '67	Huntingdon & B'd Top.....	50	404,350		Rome, Watert. and Ognb.....	100	2,385,500	J. & J. Jan. '68
Baltimore and Ohio.....	100	16,137,862	A. & O. Oct. '67	Do. pref.....	50	190,750	J. & J. Jul. '68	Rutland and Burlington.....	100	2,233,376	
Do. Washington Br.....	100	2,560,000	A. & O. Oct. '67	Illinois Central.....	100	23,388,450	F. & A. Feb. '68	St. L., Alt. and T. Haute.....	100	2,800,000	
Baltimore City Passenger.....	100	670,000	A. & O. Oct. '67	Indianapolis & Cincinnati.....	100	1,889,900	M. & S. Jan. '68	Do. pref.....	100	1,700,000	Annual Mar. '67
Boston and Chelsea.....	100	110,000	A. & O. Oct. '67	J. & S. pref.....	100	2,000,000	J. & J. Jan. '68	St. L., Jack. av. and Chic.....	100	1,469,422	
Bellefonte Line.....	100	4,320,000	F. & A. Aug. '67	Joliet and Chicago.....	100	1,600,000	J. A. J. & O. Oct. '67	Sandusky and Cincinnati.....	100	2,089,000	
Belvidere Delaware.....	100	997,112	J. A. J. & O. Jan. '68	Joliet & North Indiana.....	100	300,000	J. & J. Jun. '67	Do. pref.....	100	398,073	M. & N. Nov. '67
Berkshire.....	100	600,000	J. A. J. & O. Dec. '67	Lackawanna & Bloomsb.....	50	1,335,000		Sand. Mansf. and Newark.....	100	900,000	
Blossburg & Corning.....	50	250,000	J. & J. Dec. '67	Lehigh and Mahanoy.....	50	2,158,565	Jan. '68	Saratoga and Hudson R.....	100	1,020,000	
Boston, Concord & Mont.....	100	459,900	M. & N. Nov. '67	Lehigh and Susquehanna.....	50	2,104,050	M. & N. M'y. '67	Saratoga and Whitehall.....	100	500,000	A. & O. Apr. '67
Do. do. pref.....	100	1,340,400	J. & D. Nov. '67	Lehigh Valley.....	100	10,734,100	J. A. J. & O. Jan. '68	Savannah and Charleston.....	100	1,000,000	
Boston and Lowell.....	500	1,830,300	J. & D. Dec. '67	Lexington & Frankfort.....	100	344,650	J. & J. Jan. '68	Schuykill and Susqueh'a.....	50	1,289,150	
Boston and Maine.....	100	4,076,974	J. & J. Jan. '68	Little Miami.....	50	614,646	M. & N. Nov. '67	Second and Third St. (Ph.).....	50	203,757	J. & J. Jan. '68
Boston and Providence.....	100	3,660,000	J. & J. Jan. '68	Little Schuylkill.....	50	3,572,400	J. & D. Dec. '67	Schuylkill Valley.....	50	578,050	J. & J. Jan. '68
Boston and Worcester.....	100	4,500,000	J. & J. Jan. '68	Lomb. and South St. (Ph.).....	25	2,846,100	J. & J. Jan. '68	Seaboard and Roanoke.....	100	868,200	
Broadway (Boston).....	100	325,000		Long Island.....	50	90,700		Second Avenue (N. Y.).....	100	670,000	A. & O. Oct. '66
Broadway & 7th Av. (N. Y.).....	100	2,100,000	J. & J. Jul. '67	Long Branch & Sea Shore.....	50	3,000,000	F. M. A. N. Aug. '67	Shamokin V. and Potiev.....	50	869,450	F. & A. Aug. '67
Brooklyn City.....	100	1,900,000	F. & A. Aug. '67	Louis, Cin. and Lex. pr.....	100	95,194	J. & J. N'y. '67	Sixth Avenue (N. Y.).....	100	750,000	Nov. '67
Brooklyn City & New'n.....	100	399,800	M. & N. N'y. '67	Louisville and Frankfort.....	50	48,638	J. & J. Jul. '67	South Carolina.....	100	2,819,275	
Buff. New York & Erie.....	100	860,000	F. & A. Feb. '68	Louisville and Nashville.....	50	1,109,594	J. & J. Jan. '68	South Shore.....	100	259,685	
Buffalo and State Line.....	100	2,200,000	F. & A. O. '67	Louis, N. Alb. & Chicago.....	100	5,000,000	F. & A. Feb. '68	South Western, Georgia.....	100	3,203,400	F. & A. Aug. '67
Cambridge Horse (Boston).....	100	777,800	F. & A. Feb. '68	Lowell and Lawrence.....	100	2,800,000	A. & O. Oct. '67	Southern Mississippi.....	100	1,600,000	
Camden and Amboy.....	100	684,200	J. & J. Jan. '68	Macon and Western.....	100	200,000		Staten Island.....	100	600,000	J. & J. Jul. '67
Camden and Atlantic, pref.....	50	600,000	J. & J. Jan. '68	Mahoney & B'd Mount n.....	50	1,500,000		Syr. Bingham. and N. Y.....	100	1,200,130	
Cape Cod Branch.....	50	721,926	A. & O. Oct. '67	Maine Central.....	100	921,615		Taunton Branch.....	100	250,000	J. & J. Jan. '68
Catawissa.....	50	1,160,000	A. & O. Oct. '67	Manchester & Lawrence.....	100	1,000,800	M. & N. Nov. '67	Tennessee and Alabama.....	100	595,922	
Catawissa, pref.....	50	2,300,000	J. & J. Jan. '68	Marletta & Cincinnati.....	50	1,959,778	M. & S. Sep. '68	Terre Haute and Indiana.....	50	1,883,150	J. & J. Jan. '68
Cayuga & Susquehanna.....	50	589,110	J. & J. Jan. '68	Do. 1st pref.....	50	2,029,778	M. & S. Sep. '68	Third Avenue (N. Y.).....	100	1,750,000	
Central of Georgia.....	100	4,666,300	J. & J. Jul. '67	Do. 2d pref.....	50	6,586,126	M. & S. Sep. '68	Thirteenth and Fif. (Ph.).....	50	100,000	J. & J. Jan. '68
Central of New Jersey.....	100	13,000,000	J. A. J. & O. Dec. '67	Memphis and Charleston.....	100	4,061,744	M. & S. Mar. '68	Tol., Peoria and Warsaw.....	100	1,650,000	
Central Ohio.....	100	400,000	J. & J. Dec. '67	Memphis and Ohio.....	100	5,312,725	M. & S. Mar. '68	Do. 1st pref.....	100	1,700,000	
Do. pref.....	100	970,000	J. & D. Oct. '67	Metropolitan (Boston).....	100	1,700,000		Do. 2d pref.....	100	908,176	
Cent. Park, N. & E. River.....	100	1,201,000	J. & J. Oct. '67	Michigan Central.....	100	1,250,000	J. & J. Jan. '68	Tol., Wabash and West.....	50	5,400,000	
Charlotte & S. Carolina.....	100	280,000	Dec. '67	Mich. So. & North. Ind.....	100	7,502,268	J. & J. Jan. '68	Do. pref.....	100	1,000,000	M. & N. N'y. '67
Chemung.....	100	201,825	Annual Jan. '68	Do. guaranteed.....	100	5,311,300	F. & A. F. 65 '64	Troy and Boston.....	100	607,111	
Cheshire, preferred.....	100	583,643	M. & S. Sep. '67	Middlesex (Boston).....	100	787,700	F. & A. Aug. '67	Troy and Greenbush.....	100	274,400	J. & D. Jun. '67
Cheshire and Alton.....	100	428,576	M. & S. Sep. '67	Milw. and Glassboro.....	100	400,000		Troy, Salem and Rut'd.....	100	800,000	A. & O. Apr. '67
Chicago, Burl. & Quincy.....	50	10,138,010	M. & S. Sep. '67	Milw. & Prairie du Chien.....	100	368,200	F. & A. Aug. '67	Union Transport'n (Bos.).....	100	200,000	
Chicago and Gt. Eastern.....	100	4,390,000		Do. 1st pref.....	100	3,082,000	Annual Feb. '68	Union Pacific (E. D.).....	100	100,000	
Chicago, Iowa & Nebras.....	100	1,000,000		Do. 2d pref.....	100	1,014,000	Annual Feb. '68	Union Pacific (Cent. Br.).....	100	291,475	J. & J. Jan. '68
Chicago and Milwaukee.....	100	2,327,000		Milw. & St. Paul.....	100	3,927,000	J. & J. Jan. '68	Union (Phila.).....	50	834,400	J. & J. Jan. '68
Chicago & N. Western.....	100	10,190,927	Annual Dec. '67	Do. pref.....	100	3,971,000	J. & J. Jan. '68	Utica and Black River.....	100	2,250,000	J. & D. Dec. '67
Chicago, R. I. & Pacific.....	100	9,100,000	Annual Oct. '67	M. Hill & Schuyk. Haven.....	50	3,776,800	J. & J. Jan. '68	Vermont and Canada.....	100	8,000,000	
Cin. Ham. & Dayton.....	100	9,129,100	A. & O. Oct. '67	Mobile and Ohio.....	100	3,886,800		Vermont Central.....	100	2,500,000	J. & J. Jan. '68
Cincinnati City Passenger.....	100	1,000,000	J. & J. Jan. '68	Montgomery & W. Point.....	100	1,419,000	F. & A. F. 67 '64	Vermont and Massachusetts.....	100	516,164	J. & J. Jan. '68
Do. Street.....	100	1,000,000	J. & J. Jan. '68	Morris and Essex.....	50	500,000	F. & A. Nov. '67	Virginia Central.....	100	3,353,679	
Cincinnati and Zanesville.....	50	1,000,250	J. & J. Jan. '68	Nashua and Lowell.....	100	2,056,544	M. & N. Nov. '67	Virginia and Tennessee.....	100	3,452,815	
Citizens Passenger (Phila.).....	50	192,750	J. & J. Feb. '68	Naugatuck.....	100	1,100,000	F. & A. Feb. '68	Western (Mass.).....	100	6,710,900	J. & J. Jan. '68
Cleve., Col. & Cincinnati.....	100	6,000,000	F. & A. Nov. '67	New Bedford and Taunton.....	100	738,588	J. & J. Jan. '68	Western Union.....	100	2,687,237	
Cleveland & Mahoning.....	50	5,000,000	M. & N. Jan. '68	New Haven & N. London.....	100	1,224,000	J. & J. Jan. '68	West Jersey.....	100	731,650	Feb. '68
Cleve., Palms. & Asht.....	100	5,000,000	J. & J. Sep. '67	N. Haven & Northampton.....	100	5,000,000	F. & A. Feb. '68	West Philadelphia.....	50	249,100	J. & J. Jan. '68
Cleveland and Pittsburg.....	50	5,441,600	J. & J. O. '67	New Jersey.....	100	895,000	M. & S. Sep. '67	Wilm. and Mar. Chester.....	100	1,130,470	
Cleveland and Toledo.....	50	4,000,000	J. A. J. & O. Jan. '68	New London Northern.....	100	4,068,425		Wilm. and Weldon.....	100	1,240,213	J. & J. Jan. '68
Col. & Indianapolis Cen.....	100	1,862,200	M. & N. Nov. '67	N. O., Opel. & Gt. West'n.....	100	30,530,000	F. & A. Feb. '68	Worcester and Nashua.....	75	1,141,000	
Columbus and Xenia.....	50	1,500,000	J. & J. Jan. '68	New York Central.....	100	6,250,050	J. & J. Jan. '68				
Concord.....	100	350,000	J. & J. Jan. '68	New York and Harlem.....	50	1,500,000	J. & J. Jan. '68				
Concord & Portsmouth.....	100	600,000	J. & J. Jan. '68	Do. pref.....	50	6,000,000	J. & J. Jan. '68				
Coney Island & Brooklyn.....	100	1,000,000	J. & J. Jan. '68	New York & New Haven.....	100	7,052,281	J. & J. Jul. '67				
Conn. & Passump. Rivers.....	100	1,678,300	J. & J. Jan. '68	N. Y., Provid. & Boston.....	100	1,000,000	J. & J. Jan. '68				
Do. do. pref.....	100	1,316,900	A. & O. Oct. '67	Nine Bridge & Cananda.....	100	797,400					
Cumberland Valley.....	50	305,000		North Avenue.....	100	4,000,000					
Danbury and Norwalk.....	100	2,884,941	J. & J. Jan. '68	North Carolina.....	100	4,618,900	F. M. A. N. Feb. '68				
Dayton and Michigan.....	100	1,405,132	J. & J. Jan. '68	Northern Central.....	50	156,000	May '67				
Delaware.....	50	1,238,560	J. & J. Jan. '68	Northern (S. C.) pref.....	100	3,000,000	J. & D. Dec. '67				
Del., Lackaw. & Western.....	50	1,550,559	J. & J. Jan. '68	Northern of N. Hampsh.....	100	158,500					
Des Moines Valley.....	100	1,500,000		Northern of N. Jersey.....	100	2,369,301					
Detroit & Milwaukee.....	100	1,600,000		North Missouri.....	50	3,150,150	F. & A. Feb. '68				
Do. do. pref.....	100	1,200,000		North Pennsylvania.....	100	2,368,600	J. & J. Jan. '68				
D. Oock, E. B'd. & Bat.....	100	1,678,341	Annual Dec. '67	Norwich & Worcester.....	100	3,077,000	F. & A. Oct. '67				
Dubuque and Sioux City.....	100	1,987,351	J. & J. Jan. '68	Ogdensb. & L. Champl'n.....	100	641,200	A. & O. Oct. '67				
Do. do. pref.....	100	8,576,804	J. & J. Jan. '68	Do. pref.....	100	20,222,641					
Eastern (Mass.).....	100	492,600		Ohio and Mississippi.....	100	5,607,197	Annual Jan. '67				
Eastern (N. H.).....	50	604,400		Old Colony & Newport.....	100	4,848,500	J. & J. Jan. '68				
East Pennsylvania.....	100	1,000,000		Orange and Newark.....	100	281,550	F. & A. Aug. '67				
East Tenn. and Georgia.....	100	1,000,000		Pacific of Missouri.....	50	3,581,000					
East Tenn. and Virginia.....	100	1,000,000		Panama.....	100	7,000,000	J. A. J. & O. Jan. '68				
Elm. Jeffers & Canand.....	100	800,000	F. & A. Aug. '67	Paterson and Ramapo.....	100	248,900	J. & J. Jan. '68				
Elmira & Williamsport.....	50	800,000	M. & N. N'y. '67	Paterson and Hudson River.....	100	650,000	J. & J. Jan. '68				
Do. do. pref.....	50	800,000	J. & J. Jan. '68	Pennsylvania.....	50	20,000,000	M. & N. Nov. '67				
Erie Railway.....	100	13,670,100	F. & A. Feb. '68	Peoria & Bureau Valley.....	100	1,200,000	A. & O. Oct. '67				
Do. do. pref.....	100	8,576,700	Annual Jan. '68	Petersburg & Lynchburg.....	100	1,366,600					
Erie & North East.....	100	600,000	F. & A. Feb. '68	Philadelphia and Erie.....	50	5,069,450	Jan. '68				
Evansville & Crawford.....	100	2,143,534	J. & J. Jan. '68	Philadelphia and Reading.....	50	21,191,967	J. & J. Jan. '68				
Fitchburg.....	100	4,540,000	J. & J. Jan. '68	Do. Do. preferred.....	50	1,651,000	Jan. '68				
Fitchburg & Worcester.....	100	247,800	J. & J. Jan.								



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length. Completed in single year.	Equip-ment. In progress or projected.	Equip-ment.		Companies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.														
30 Nov. '66	3.36				Boston and Chelsea	110,000	110,000			5,900	7,525			37
30 Nov. '66	5.73				Broadway, Boston	348,279	325,000			168,846	44,203			54
30 Nov. '66	27.43				Cambridge	734,671	727,800	150,000	94	65,502				94
30 Nov. '66	2.57				Lowell (Horse)	45,536	40,000			20,359	3,261			
30 Nov. '66	11.75				Lynn and Boston	271,530	200,000	50,000	50,082	164,742	6,253			10
30 Nov. '66	3.41				Malden and Melrose	60,246	200,000		55,727	27,144				25
30 Nov. '66	3.07				Medford and Charlestown	36,600	21,000	9,600		19,627	2,240			25
30 Nov. '66	38.82				Metropolitan (Boston)	1,501,478	1,250,000		139,096	752,414	113,472			60
30 Nov. '66	6.28				Middlesex (Boston)	494,702	400,000	38,000	78,444	167,176	11,437			47
30 Nov. '66	3.22				Northampton & Willamsb.	300,000	300,000		4,627	2,686	211			
30 Nov. '66	5.9				Quincy	141,233	71,600	58,400	55,000	31,256	2,885			
30 Nov. '66	7.78				Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108			4
30 Nov. '66	3.61				Somerville	75,000	75,000			4,379	2,251			30
30 Nov. '66	2.50				Stonham street (Boston)	37,300	33,000			9,628	1,991			6
30 Nov. '66	6.74				Suburban	65,000	5,000							
30 Nov. '66					Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110			85
30 Nov. '66	1.58				West Cambridge	13,600	13,600				519			47
30 Nov. '66	2.25				Winnisimmet	62,152	59,800			3,720	3,255			4
30 Nov. '66	11.60				Worcester	91,174	75,000	52,000						
CONNECTICUT.														
31 Jan. '64	3.0				Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5				Hartford and Wethersfield	300,000	300,000							
NEW YORK.														
24 Sep. '66	9.65				Albany	128,622	89,960	40,000		46,365	1,841			
30 Sep. '66	26.04				Bleeker St. & Fulton Ferry	1,898,766	900,000	894,000	10,000	231,424	103,590			100
30 Sep. '66	10.76				Broadway (Brooklyn)	236,750	200,000	27,500	5,910	98,263	23,408			8
30 Sep. '66	14.00				Broadway & 7th Ave. N. Y.	3,492,826	2,100,000	1,500,000		677,195	268,445			4
30 Sep. '66	8.00				Brooklyn, Bath & Coney Is'd	153,414	99,850	80,000	72,872	27,601	7,567			100
30 Sep. '66	24.00				Brooklyn Central & Jamaica	996,783	488,100	462,510	32,185	196,041	25,709			100
30 Sep. '66	57.68				Brooklyn City	1,388,389	1,000,000	170,000		1,014,934	356,656			12
30 Sep. '66	11.75				Brooklyn City & Newtown	549,425	399,800	200,000	18,755	128,224	19,566			100
30 Sep. '66	0.09				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200					100
30 Sep. '66	4.50				Brooklyn City & Rock. Bch	124,586	102,150	35,000		8,667	4,562			100
30 Sep. '66	24.00				Centrl Pk. N. & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893			2
30 Sep. '65					Clinton Avenue (Albany)		2,800							
30 Sep. '65					Cohoes & Waterford		500							
30 Sep. '66	19.75				Coney Island & Brooklyn	613,099	500,000	143,000	36,545	123,014				100
30 Sep. '66	23.23				D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549				100
30 Sep. '65					East & North River (W. Co.)	650	650							
30 Sep. '65	18.00				High Avenue	1,300,972	1,000,000	160,000		725,724	61,207			9
30 Sep. '65	12.00				42d st. & Grand st. Ferry	962,521	750,000	260,000	2,698	221,682	63,047			5
30 Sep. '65	4.52				Grand st. & Newtown (W. G.)		1,200							
30 Sep. '66	10.00				Harlem Br. Morris & Ford'm	223,230	90,000	124,000	2,600	70,522	16,172			100
30 Sep. '66	3.00				Madison Av. and Prosp. Pk		(Completed Sept., 1867.)							
30 Sep. '66	12.20				Ninth Avenue	445,295	797,320	112,000		73,276				100
30 Sep. '65	11.00				Port Morris & Westchester	1,200	1,200							
30 Sep. '66	11.00				Rochester City & Brighton	278,473	133,400	100,000	7,000	53,236	9,042			100
30 Sep. '66	16.00				Second Avenue (N. Y.)	1,250,623	670,000	520,000	210,000	420,564	51,026			55
30 Sep. '66	8.37				Sixth Avenue (N. Y.)	1,489,863	750,000	150,000		52,705				5
30 Sep. '66	3.00				South Brooklyn & Berg. St.									
30 Sep. '66	17.50				Third Avenue (N. Y.)	2,408,509	1,170,000	1,380,000	70,000	1,098,983	260,333			12
30 Sep. '65					Third Avenue & Fordam	975	975							
30 Sep. '66	4.46				Troy and Cohoes	50,000	50,000			(Lease d.)				
30 Sep. '66					Troy and Lansingburg			(no report.)						
30 Sep. '66	6.50				Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355			
30 Sep. '66	1.75				V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000		15,850	390			
30 Sep. '65					Westchester	5,949	7,370							
30 Sep. '65					West Shore	1,457	2,200							
NEW JERSEY.														
31 Dec. '62	5.32				Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05				Hoboken and Weehawken	134,400	79,000	60,000		17,228	9,986			3
31 Dec. '62	10.47				Jersey City & Bergen Point									
31 Dec. '66	17.00				Orange and Newark	618,296	287,550	300,000	80,750	124,679	30,566			50
31 Dec. '62	5.80				West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '66	9.23				Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093			20
31 Oct. '66	6.74				Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184				
31 Oct. '66	16.43				Frankfort & Southw'k (Ph.)	772,606	491,650	200,000		261,223	65,440			36
31 Oct. '66	34.41				Germantown	481,335	112,245	350,000	36,294	294,683	121,721			20
31 Oct. '66	5.47				Girard College (Phila.)	81,612	160,000			104,934	17,340			15
31 Oct. '66	4.63				Green & Coates st. (Phila.)	232,953	150,000	100,000		166,792	61,994			50
31 Oct. '66	2.12				Harrisburg City	65,874	41,114	9,500	4,824	11,468	507			25
31 Oct. '66	19.00				Hestonv. Mantua & Fairm't		183,600	8,250	242,181	30,388				50
31 Oct. '66	5.21				Lombard & South st. (Phila.)	160,189	90,000	60,200	4,500	67,450	20,166			25
31 Oct. '66	7.25				Oakland (Pittsburg & E. L.)		59,500	52,157	6,174	43,264				10
31 Oct. '66	5.92				Philadelphia and Darby	118,383	100,000	17,000		39,291	18,479			30
31 Oct. '66	7.00				Philadelphia City	896,255	255,000	140,000	31,255	191,325	61,822			50
31 Oct. '66	7.50				Pittsb. Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,068			16
31 Oct. '66	2.90				Pittsburg and Birmingham	72,909	68,000	10,000		80,135	29,958			20
31 Oct. '66	8.00				Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,026	7,979			4
31 Oct. '66	3.60				Schuylk R. River (Phila.)	46,019	50,000		(op. by S. & P.)					
31 Oct. '66	19.33				Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,623	131,588			50
31 Oct. '66	5.62				17th & 19th st. (Phila.)	114,368	120,000			57,662	12,333			50
31 Oct. '66	8.50				Spruce & Pine (Phila. & Gr's F.)	250,253	250,157			101,996	35,491			8
31 Oct. '66	7.00				10th & 11th st. (Citizens')	176,044	192,757			206,946	96,612			31
31 Oct. '66	6.25				13th & 15th st. (Phila.)		994,950			128,965	45,196			2
31 Oct. '66	25.00				Union (Philadelphia)	762,247	400,000	300,000		344,896	67,574			37
31 Oct. '66	9.29				West Philadelphia	354,523	249,000	100,000		292,451	80,847			10
31 Oct. '66	2.48				Wilkesbarre and Kingston	26,880	25,000		6,200	9,168	5,424			
31 Oct. '66	1.03				Williamsport	19,282	15,000		1,124	7,652	1,157			26
MARYLAND.														
31 Dec. '62	21.00				Baltimore City	700,000	670,000		31,549	239,059	21,058			19
OHIO.														
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81				Passenger (Cinc.)	69,887	50,000							
31 Dec. '62	3.63				Pendleton & S. St. Mar't (Cin.)	70,000	50,000							

## PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST		Principal payable.	Market value.
		Rate.	Pay- able.		
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7 J. & J.	Month.	Year.	
Broadway & 7th Avenue:					
1st Mortgage	500,000	7 J. & J.	D.	1884	
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7 J. & J.		1883	
Brooklyn and Rockaway					
1st Mortgage	35,000	7 J. & J.			
Brooklyn Centr. & Jamaica:					
1st Mortgage	495,000	7 J. & J.	D.	1870	
Brooklyn City					
1st Mortgage	170,000	7 J. & J.		1872	
Brooklyn City & Newtown:					
1st Mortgage	200,000	7 J. & J.		1872	
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7 J. & J.		1884	
Cambridge:					
1st Mortgage	150,000	6 J. & J.		1883	59
Central Park, East & North River:					
1st Mortgage	550,000	7 J. & J.		1874	
Citizens' Pittsburg:					
1st Mortgage	56,300	7 J. & J.		1870	
Coney Island and Brooklyn:					
1st Mortgage	148,000	7 J. & J.		1873	
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7 J. & J.			
Eight Avenue					
1st Mortgage	160,000	7 J. & J.			
Forty-second street:					
1st Mortgage	127,150	7 J. & J.		1873	
Real Estate	134,500	7 J. & J.			
Frankford and Southwark:					
1st Mortgage	200,000	7 J. & J.		1869	107
Frankford and Philadelphia:					
1st Mortgage	50,000	7			
Germantown:					
1st Mortgage	350,000	7 J. & J.		1869	
Green and Coates St.:					
1st Mortgage	100,000	7 J. & J.		1870	98
Harlem Br. Morris & Ford'm					
1st Mortgage	124,000	7 J. & J.			
Hestonville Mantua & Fair- mount:					
1st Mortgage	183,600	7 J. & J.		1869	
Hoboken and Weehawken:					
1st Mortgage	60,000	7 M. & S.		1872	
Lynn and Boston:					
1st Mortgage [road]:	50,000	6 J. & J.	71-72		914
Malden and Melrose:					
1st Mortgage via anti-d.	58,727	6		1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6			
Middlesex:					
1st Mortgage	35,000				
Malden & Melrose bonds	46,971				
Real Estate	6,000				
Ninth Avenue:					
1st Mortgage	112,000	7			
North Philadelphia:					
1st Mortgage	100,000	7 J. & J.		1869	
Orange and Newark:					
1st Mortgage Broad street	100,000	7 J. & J.		1881	
" O. & Newark	100,000	7 J. & J.		1880	
" " "	100,000	7 J. & J.		1883	
Philadelphia City:					
1st Mortgage	140,000	6 J. & J.		1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7 J. & J.		1870	
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7 J. & J.		1869	
Pittab. Allegh'y & Manch.:					
1st Mortgage	35,000	7 J. & J.		1871	
Pittsburg & Birmingham:					
1st Mortgage	10,600	7 J. & J.		1870	
Pittsburg & East Liberty:					
1st Mortgage	57,000	7 J. & J.		1871	
Quincy:					
Plain bonds	55,400	M. & S.		1868	
Richmond and Schuylkill:					
1st Mortgage	30,000	7 J. & J.		1870	
Rochester City & Brighton					
1st Mortgage	100,000	7 J. & J.			
Second Avenue:					
1st Mortgage	529,000	7 J. & J.	D.	1867	
Second and Third Street:					
1st Mortgage	100,000	7 J. & J.		1868	99
2d Mortgage	114,200	7 J. & J.		1869	101
Third Avenue:					
1st Mortgage	1,000,000	7 J. & J.		1870	
Real Estate bonds	490,000				
Union:					
Real Estate Mortgage	300,000	6 J. & J.	D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7			
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7 J. & J.			
West Hoboken & Hoboken:					
1st Mortgage	60,000	7 M. & N.		1872	
West Philadelphia:					
1st Mortgage	100,000	7 J. & J.		1869	





## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1884	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	387,228	383,344	328,828	3,236,492
1885	289,445	347,211	432,240	355,046	472,493	410,806	493,882	596,584	541,481	675,446	634,243	576,966	5,828,336
1886	476,641	438,279	385,991	412,621	404,607	493,243	468,898	568,589	533,160	569,670	474,056	398,578	5,696,116
1887	377,852	380,190	489,555	407,018	465,102	383,398	400,560	461,879	483,177	483,917	474,134	350,937	5,157,467
<b>Chicago and Alton:</b>													
1883	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	158,869	163,294	1,675,708
1884	154,418	155,803	162,723	178,786	206,090	224,257	224,257	312,165	354,554	320,879	307,903	262,015	2,770,484
1885	280,508	275,283	299,063	268,480	322,278	355,270	335,985	409,261	401,280	357,956	307,919	236,824	3,840,092
1886	222,241	220,111	269,240	269,240	329,851	371,544	381,697	387,269	322,638	360,223	323,080	271,247	3,696,158
1887	240,288	142,947	238,562	283,921	338,691	345,471	356,142	421,484	422,164	430,108	384,198	302,408	3,884,122
<b>Chicago, Rock Island and Pacific:</b>													
1883	140,024	130,225	122,512	128,798	144,965	170,931	139,142	160,806	210,729	216,030	196,438	201,134	1,969,267
1884	175,483	175,483	243,150	185,013	198,679	246,178	224,960	307,874	375,880	324,965	336,617	321,087	3,096,470
1885	305,554	248,331	289,403	196,580	234,612	321,818	244,121	305,231	389,489	307,523	270,073	201,776	3,312,514
1886	241,855	183,385	257,230	209,099	277,506	308,683	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1887	292,047	224,621	272,464	280,238	251,916	261,483	274,800	404,600	568,403	558,200	416,400	331,600	4,163,517
<b>Chicago and Northwestern:</b>													
1883	273,876	317,839	390,355	421,933	466,830	565,145	480,710	519,306	699,605	729,759	716,378	624,010	6,111,566
1884	541,005	482,164	499,296	468,358	585,623	747,942	702,081	767,508	946,707	932,682	764,071	647,812	7,976,490
1885	523,506	399,917	523,745	537,519	558,948	925,983	808,524	797,475	1,090,086	1,300,216	1,010,892	712,359	9,099,430
1886	696,117	574,664	705,398	774,279	896,712	591,367	800,326	1,038,824	1,451,284	1,608,983	1,210,987	918,088	11,592,348
<b>Chicago and Great Eastern:</b>													
1883	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,888	60,395	628,364
1884	47,393	66,565	67,822	61,312	59,182	58,178	55,518	88,458	87,087	97,376	94,543	78,111	860,495
1885	77,878	77,242	88,450	75,514	76,874	91,957	91,075	97,146	106,389	118,610	118,293	91,584	1,108,331
1886	90,415	79,430	110,079	107,072	120,460	118,603	86,087	107,052	104,647	182,725	136,597	123,785	1,317,102
1887	95,223	80,928	93,872	103,164	90,683	37,784	81,600	94,867	120,495	143,805	-----	-----	-----
<b>Des Moines Valley:</b>													
1886	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,685	30,688	73,140	50,296	580,271
1887	49,694	36,098	56,859	59,196	61,447	63,999	63,683	69,018	71,113	81,676	80,867	61,956	735,605
<b>Erie:</b>													
1883	845,695	839,949	956,445	948,059	848,783	770,148	781,243	687,092	518,801	366,294	1,024,649	1,035,321	10,409,481
1884	984,837	934,133	1,114,508	1,072,296	1,072,296	1,041,975	984,317	1,105,384	1,301,006	1,222,568	1,224,909	1,234,217	13,429,643
1885	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,622,472	1,429,765	16,434,775
1886	1,185,746	987,933	1,070,917	1,163,441	1,101,932	1,243,688	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,716	14,656,418
1887	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,414,745	1,495,716	1,421,881	1,041,646	14,139,300
<b>Illinois Central:</b>													
1883	299,944	271,085	275,043	289,224	324,687	407,992	343,929	511,305	478,576	498,433	437,679	424,531	4,571,028
1884	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,497	6,329,447
1885	571,536	528,972	616,085	516,608	460,573	617,682	574,403	747,469	739,736	641,589	643,687	618,088	7,181,208
1886	603,053	608,268	606,485	411,605	589,250	567,679	480,626	578,253	671,348	661,971	588,219	604,066	6,546,741
1887	660,458	554,201	417,352	420,365	477,607	490,616	497,979	694,377	705,259	761,499	679,160	-----	-----
<b>Marietta and Cincinnati:</b>													
1883	35,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	63,983	710,225
1884	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,038,186
1885	96,672	87,791	92,763	78,607	76,248	107,526	104,608	115,184	125,252	116,495	116,146	103,767	1,224,054
1886	90,411	85,447	84,261	81,181	96,288	103,373	98,043	100,921	104,860	113,504	112,952	123,972	1,201,239
1887	94,136	78,076	92,910	92,768	90,626	96,535	106,594	114,713	121,217	142,823	132,387	123,583	1,236,971
<b>Milwaukee and Prairie du Chien:</b>													
1884	102,749	115,125	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	140,099	117,013	1,711,281
1885	98,184	74,283	70,740	108,689	146,943	224,838	217,160	170,655	228,020	310,695	223,840	110,664	1,996,719
1886	121,776	84,897	72,135	108,082	267,488	262,172	170,765	116,224	160,989	245,761	244,864	99,787	1,993,900
1887	143,006	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	-----	-----	-----	-----
<b>Michigan Southern &amp; Northern Indiana:</b>													
1883	248,754	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	343,048	3,302,545
1884	256,600	304,446	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1885	385,996	366,361	413,974	365,180	351,489	387,095	301,618	418,575	498,808	524,790	495,072	351,799	4,826,727
1886	512,846	277,234	413,716	413,970	418,024	384,684	338,558	384,401	423,177	496,655	429,646	352,215	4,660,319
1887	305,587	311,083	379,761	391,163	358,601	304,232	312,379	428,762	487,868	539,436	423,241	370,757	4,615,714
<b>Michigan Central:</b>													
1883	242,073	245,858	236,432	238,495	236,453	204,221	193,328	215,449	308,168	375,438	339,794	306,168	3,165,065
1884	252,435	278,548	348,802	338,276	271,553	265,780	265,244	348,781	408,445	410,802	406,510	376,470	3,970,946
1885	366,324	279,137	344,228	237,241	401,456	365,663	329,105	418,601	476,631	490,694	447,670	328,470	4,520,550
1886	282,439	265,796	337,158	343,787	365,196	335,063	324,986	359,646	429,161	493,604	414,604	380,669	4,200,116
1887	304,095	235,061	376,210	382,783	383,952	284,977	313,021	399,993	461,778	606,293	412,934	330,373	4,371,078
<b>Milwaukee and St. Paul:</b>													
1884	51,965	46,474	64,993	83,262	131,448	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1885	95,181	86,528	96,905	100,209	203,018	237,562	261,906	241,370	300,841	305,579	346,717	171,125	2,535,691
1886	131,707	123,401	123,957	121,533	245,622	244,376	203,785	183,815	276,416	469,359	323,539	129,297	2,538,900
1887	146,800	130,000	134,900	121,548	230,497	221,690	198,938	205,436	403,475	-----	-----	-----	-----
<b>New York Central:</b>													
1882	749,163	631,956	710,514	770,223	738,114	610,417	749,571	752,841	892,744	1,018,375	968,223	1,002,768	9,693,244
1883	920,272	790,167	867,590	911,397	839,126	841,163	818,612	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1884	921,831	936,687	959,024	1,005,664	1,004,435	1,029,736	1,056,793	1,273,117	1,450,076	1,227,113	1,187,503	1,118,829	13,557,709
1885	957,969	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,484	1,526,939	1,486,366	1,171,851	14,678,123
1886	1,088,220	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,236,911	1,480,929	1,630,518	1,211,108	935,857	14,143,215
1887	901,571	845,853	1,075,773	1,227,286	1,093,781	934,536	1,101,698	1,338,915	1,732,073	-----	-----	-----	-----
<b>Ohio and Mississippi:</b>													
1884	210,329	260,466	309,261	263,443	224,957	228,242							

## AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
<b>Alabama and Florida:</b>							<b>Chicago and Milwaukee:</b>						
Mortgage	\$300,000	7			1867		1st General Mort	1,728,000	7	Jan. & July.	New York.	1898	86
Convert. (guar. by Dir.)	160,000	7			1863		Chicago and Great Eastern:						
<b>Alabama and Tenn. Rivers:</b>							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	74½
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
<b>Albany and Susquehanna:</b>							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	93½
<b>Allegheny Valley:</b>							<b>Chicago and Northwestern:</b>						
1st Mortgage	598,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95
<b>Atlantic and Gt. Western:</b>							General 1st Mortgage	3,600,000	7	"	"	1885	87
1st Mortgage, N. Y. Division	693,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	85½
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	3,049,000	7	F. M. A. & N.	"	1915	82½
1st Mortgage, Penn.	2,324,800	7	"	"	1877		Equipment Bonds	166,000	7	Apr. & Oct.	"	1874	75
2d Mortgage	912,500	7	Jan. & July.	"	1882		Equipment Bonds	2,200,000	10	May & Nov.	"	'03-'71	97
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	82½
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Green Bay Extension Bonds	300,000	7	"	"	1886	75
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
1st Mortgage, Buffalo Ext'n.	1,492,000	7	Feb. & Aug.	"	1884		<b>Cincinnati, Hamilton and Dayton:</b>						
1st Mortgage, Silver Creek	200,000	7	March & Sept.	London.	1884		1st Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
Consolidated Bonds	16,333,500	7	Quarterly.	"	1890		2d Mortgage	500,000	8	"	"	1877	
<b>Atlantic and St. Lawrence:</b>							<b>Cincinnati and Zanesville:</b>						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		Cleveland and Mahoning:						
City of Portland Loan (Coups.)	1,000,000	6	Various.	N. Y., P. & Bos.	'69-'70		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
<b>Baltimore and Ohio:</b>							2d Mortgage	687,000	8	March & Sept.	"	1876	
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833		Hubbard Branch	106,600	7				
Mortgage Coupon " 1863.	1,744,500	6	April & Oct.	Baltimore.	1885	98½	Clev. Painesville and Ashtabula:						
" " " 1860.	602,000	6	Jan. & July.	"	1880	96½	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
" " " 1865.	894,250	6	Jan. & July.	"	1875	96½	Dividend Mortgage	1,000,000	7	"	"	1889	
" " " 1884.	821,261	6	Ja. Ap. Ju. Oc.	"	1867	98½	<b>Cleveland and Pittsburgh:</b>						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	97	2d Mort. (M. L.) or 1st Extension	1,122,000	7	March & Sept.	New York.	1873	98
<b>Bay de Noquet and Marquette:</b>							3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	98
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	"	1892	75
<b>Bellefontaine and Indiana:</b>							Clev. Columbus and Cin.						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
2d Mortgage	433,000	7	"	"	1870	82½	Cleveland and Toledo:						
Income bonds	87,000	7	"	"	1870		1st Mortgage	27,000	7	April & Oct.	New York.	1867	
<b>Belvidere Delaware:</b>							2d Mortgage	128,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	81	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1886	102
<b>Boston Concord and Montreal:</b>							<b>Columbus and Indiana Central:</b>						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	800,000	7	"	New York.	1865	100	2d mortgage	1,000,000	7	May & Nov.	"		
1st Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½	<b>Columbus and Xenia:</b>						
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Sinking Fund	338,000	6	"	Boston.	1889	93	Connecticut River:						
<b>Boston and Lowell:</b>							Mortgage	50,000	6	March & Sept.	Boston.	1873	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	93	1st Mortgage	673,500	6	June & Dec.	Boston.	1876	98½
<b>Buffalo, Bradford and Pittsburg:</b>							Cumberland Valley:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1890		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106½
2d Mortgage	1,744,500	7	"	"	1872	92½	2d Mortgage	109,500	8	"	"	1904	
Buffalo, New York and Erie:							<b>Dayton and Michigan:</b>						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92½	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	63½
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	87	2d Mortgage	2,689,000	7	"	"	1881	87
<b>Buffalo and State Line:</b>							3d Mortgage	642,000	7	"	"		
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½	Toledo depot bonds	169,500	7				
Income (1 in '99, 1 in '72)	200,000	7	Jan. & July.	"	var.		<b>Dayton and Western:</b>						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
<b>Burlington and Missouri:</b>							2d Mortgage	250,000	7	June & Dec.	"	40	
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		<b>Delaware:</b>						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Old Road bonds	121,100	7	"	"	'93-'80		Guaranteed.	100,000	6	"	"	1875	
<b>Camden and Amboy:</b>							State Loan	170,000	6	"	"	1876	
English debt (S. F.) £380,550.	1,841,862	6	Semi-annual.	London.	1880		<b>Delaware, Lackawanna and Wm:</b>						
American Loan	3,335	6	"	New York.	1864		1st Mortgage (Lack & Western)	572,000	7	Jan. & July.	New York.	1871	96
Loan for \$500,000	210,000	6	"	"	1867	100	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	97
" " \$300,000	388,040	6	"	"	1870	96½	2d Mortgage	1,668,000	7	March & Sept.	"	1881	98
" " \$75,000	675,000	6	"	"	1875	92	<b>Des Moines Valley:</b>						
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92½	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
" " \$2,500,000	897,000	6	May & Nov.	"	1889	99	Income	462,000	7	Jan. & July.	"	1884	80
<b>Consolid. Mort. Loan \$5,000,000</b>	4,437,300	6	June & Dec.	"	1889	97	<b>Detroit and Milwaukee:</b>						
<b>Camden and Atlantic:</b>							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	76
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½	2d Mortgage	1,000,000	8	"	"	1866	
2d Mortgage	493,000	6	April & Oct.	"	1879	75	3d Mortgage (convertible)	750,000	10	"	"	1863	
<b>Catawissa:</b>							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882		<b>Dubuque and Sioux City:</b>						
<b>Central of New Jersey:</b>							1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	104	Construction bonds, 2d Div'n.	660,000	7	"	"		
2d Mortgage	600,000	7	May & Nov.	"	1875	102	<b>Eastern (Mass.):</b>						
<b>Central Ohio:</b>							2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage W. Div.	480,000	7	May & Nov.	Zanesville.	1890	86	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	<b>Essex Railroad Bonds</b>						
3d Mortgage	960,000	7	"	"	1885	86		314,400	6			1876	
4th Mortgage (S. F.)	1,306,800	7	"	"	1875	50	<b>East Tennessee and Georgia:</b>						
Income	1,192,200	7	Jan. & July.	"	'57-'60		Endorsed by State of Tennessee	189,480					
<b>Central Pacific of California:</b>							Mortgage (ordinary)	780,420					
1st Mortgage	2,286,000	6	Jan. & July.	New York.	1896	94½	<b>East Tennessee and Virginia:</b>						
Convertible bonds	1,600,000	7	"	"	1883	92½	State of Tennessee Bonds	1,999,000	6				
<b>Cheshire:</b>							Endorsed by State of Tennessee	185,000					
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92	1st Mortgage (after State)	74,000					
<b>Chicago, Burlington &amp; Quincy:</b>							2d Mortgage bonds	14,000					
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110	<b>Elmira and Williamsport:</b>						
" " " " " " "	2,123,000	8	"	"	1883		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Pain Bonds, dated Sept. 20, 1860	690,000	7	March & Sept.	"	1890		Five per cent bonds	870,000	8	April & Oct.	"	60	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890		<b>Eric and North-East:</b>						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	24,000	8	May & Nov.	"	1868		<b>Evansville and Crawfordville:</b>						
C. B. & Q. Scrip	413,250	7	Jan. & July.	Frankfort a.M.			Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
<b>Chicago and Alton:</b>							Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	101	<b>Florida:</b>						
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	100	Internal Improvement (State)	1,455,000	7			1891	
Income Bonds	1,700,000	7	April & Oct.	"	1883	91	Free Land, 2d Mortgage	1,400,000	8			1891	



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			When payable.	Where payable.	Due.							When payable.	Where payable.	Due.			
Florida, Atlantic and Gulf Centr.									Memphis and Charleston								
Internal Improvement (State)	\$300,000	7			1891				State (Tenn.) Loan	\$1,595,590	6	Jan. & July.	New York.	1892			
Free Land, 2d Mortgage	200,000	8			1891				1st Mortgage	1,254,000	7	May & Nov.	"	1890			
Galena and Chicago Union:									2d Mortgage	237,000	7	Jan. & July.	"	1885			
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101 1/2			Michigan Central:								
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	97 1/2			1st Mortgage sterling	487,480	6	Jan. & July.	London.	1872			
Elgin and State Line	189,000	7	Jan. & July.	"	1879				1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1889			
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884				1st Mortgage (convert.) Dollar	1,777,000	8	"	N.Y. & Boston	1869	110		
Great Western, Ill.:									1st Mortgage (convert.) Dollar	283,000	8	April & Oct.	"	1882	110 1/2		
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101			1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	110 1/2		
Eastern	45,000	7	Feb. & Aug.	"	1888				Mich. Southern and N'n Indiana:								
1st Mortgage whole line	2,500,000	7	"	"	1888	83			Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861			
2d Mortgage	2,500,000	7	May & Nov.	"	1893	72 1/2			Goshen Air Line	661,000	7	Feb. & Aug.	"	1868	97		
Hannibal and St. Joseph:									Detroit and Toledo	924,000	7	"	"	1870	88		
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	72-78	65			1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	"	1885	99		
Land Security	3,344,600	7	April & Oct.	"	1881	90 1/2			2d General Mortgage	2,693,000	7	"	"	1877	92 1/2		
Convertible Bonds	822,000	7	Jan. & July.	"	1883	97			Milwaukee and St. Paul:								
Harrisburg and Lancaster:									1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	91		
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90			2d Mortgage	1,500,500	7	April & Oct.	"	1884	78		
Hartford and New Haven:									Real Estate Purchase	135,500				1874			
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90			Milwaukee and Prairie du Chien:								
Housatonic:									1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	94		
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877				Minnesota and Pacific:								
Houston and Texas Central:									Real Estate	1,200,000	7	Jan. & July.		1892	61		
State (1st Lien) Loan	210,000								Mississippi Central:								
Mortgage	125,000	7			1886				1st Mortgage	1,246,000	7	May & Nov.	New York.				
Hudson River:									2d Mortgage	1,517,000	7	Feb. & Aug.	"				
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	102 1/2			Mississippi Central and Tenn.:								
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	103			State (Tenn.) Loan	529,000	6						
1st Mortgage	1,840,000	7	May & Nov.	"	1875	99 1/2			Mississippi and Missouri:								
Convertible	1,002,000	7	"	"	1867	100 1/2			1st Mortgage (convertible)	1,000,000	7		New York.				
Illinois Central:									2d Mortgage (S. F.)	400,000	8		"				
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868				1st Land Grant	3,612,000	7		"				
Construction	6,688,500	7	April & Oct.	London.	1875				Mississippi and Tennessee:								
Construction	2,523,000	6	"	New York.	1875	118			Tennessee State Loan	187,800	6	Jan. & July.	New York.	1886			
Redemption bonds	2,563,000	6	"	"	1890				1st Mortgage	608,000	6	"	"	1878			
Sterling Redemption bonds	358,500	7	"	London.	1876				Income Bonds	297,500	10	"	Memphis.	1870			
Illinois and Southern Iowa:									Mobile and Ohio:								
1st Mortgage	390,000	7	Feb. & Aug.	New York.	1882	74			Tennessee State Bonds	1,000,100	6	Jan. & July.	New York.	1892			
Indiana Central:									Sterling (1st mort.) Bonds	4,187,000	6	"	London.				
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100			"	146,200	8	"	Mobile.	1861			
Indianapolis and Cincinnati:									Income Bonds of 1861	625,700	8	"	N. Y. & Mob.	1862-65			
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91			"	75,342	8	"	"				
Ind., Pittsburg and Cleveland:									Montgomery and West Point:								
1st Mortgage	650,000	7	Jan. & July.	New York.	1870				Mortgage (due 1863 and '85)	30,500	6			1863-65			
2d Mortgage	347,000	7	"	"					Mortgage	61,500	8			1866			
Indianapolis and Madison:									Bonds	100,000		Jan. & July.		1870			
Mortgage	640,000	7	May & Nov.	New York.	1881	85			Bonds	299,200		"		1876			
Jeffersonville:									Bonds	639,500		"		1881			
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85			Morris and Essex:								
2d Mortgage	392,000	7	April & Oct.	"	1873	06 1/2			1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96		
Joliet and Chicago:									2d Mortgage	1,500,000	7	Feb. & Aug.	"	82 1/2			
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	101			Muscoogee:								
Joliet and N. Indiana:									1st Mortgage	246,000	7						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874				Nashville and Chattanooga:								
Kennebec and Portland:									Mortgage (State endorsed)	1,500,000							
1st Mortgage (City and Town)	900,000	8	April & Oct.	Boston.	1870				Naugatuck:								
2d Mortgage	230,000	6	"	Augusta.	1861				1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876			
*Kentucky Centr. (Cov. and Lex.)									*New Albany and Salem:								
1st Mortgage	160,000	6							1st Mortgage	2,235,000	6						
1st Mortgage	260,000	7							N. Hav., N. Lond. and Ston'ton:								
2d Mortgage (convertible)	1,006,000	7							2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868			
Lehigh Valley:									Extension	116,000	6	May & Nov.	"	1878	91		
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91			New Haven and Northampton:								
La Crosse and Milwaukee:									1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860			
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872				1st Mortgage (H. & Hamp.)	103,000	6		"				
Leakawanna and Bloomsburg:									New Jersey:								
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881				Company's (various)	855,000	6	Semi-annually.	New York.	var.			
Lexington and Frankfort:									New London Northern:								
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	69-74				1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100		
Little Miami:									Extension Bonds	72,800	6	March & Sept.	"	1885			
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100			N. Orleans, Jackson and Gt. North:								
Long Island:									1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886			
State Loan (S. F.)	109,000	6	Jan. & July.	New York.	1876	92			2d Mortgage Bonds	241,000							
1st Mortgage	500,000	6	"	"	1870				N. Orleans, Opelous, and Gt. West:								
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890				Louisiana State Loan	650,000	6						
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893				New Orleans City Subscription	1,500,000	5						
Long Dock Co.:									1st Mort. Construction	1,730,600	8			1889			
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98			New York Central:								
Louisville and Frankfort:									Premium (S. F.) Bonds	6,188,954	6	May & Nov.	New York.	1883	93 1/2		
Louisville Loan	100,000	6	Jan. & July.	New York.	1881				Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	101		
1st Mortgage	120,000	6	"	"	68-78				Exchanged St'ks (S. F.) Bds	594,000	6	May & Nov.	"	1883			
Louisville and Nashville:									" (B. & N. F.)	77,000	6	"	"	1883			
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	68-77				Real Estate (S. F.) Bonds	165,000	6	"	"	1883			
Lebanon Branch 1st Mortgage	600,000	7	"	"	80-85				Real Estate Bonds & Mortgages	131,315	7	var.	"	1883			
Memphis Branch 1st Mortgage	267,000	7	"	"	70-75				"	45,560	6	"	"	1883			
Bardstown and Louisville	30,000	7	"	"	1870				Bonds of Aug. 1883, Convertible	455,000	7	Feb. & Aug.	"	1876	100 1/2		
City of Louisville bonds	1,074,000				86-87				Bonds of Oct. 1868, (S. F.)	2,900,000	6	June & Dec.	"	1887	93		
Louisville, Cin. and Lexington:									New York and Erie:								
1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July.	New York.	1897	36			1st Mortgage	3,000,000	7	May & Nov.	New York.	1887			
Maine Central:									2d Mortgage	4,000,000	7	March & Sept.	"	1879	104 1/2		
Loan \$1,100,000	1,092,900	6	"	"	80-81				3d Mortgage	6,000,000	7	"	"	1883	100		
Loan \$400,000	314,100	6	"	"	70-71				4th Mortgage	4,441,000	7	April & Oct.	"	1880	94		
McMinnville and Manchester:									5th Mortgage	926,500	7	June & Dec.	"	1868	91		
State (Tenn.)	372,900	6							Buffalo Branch	186,400	7	Jan. & July.	London.	1891			
Mortgage	24,000	7							Sterling Bonds	2,876,520				1876			
Marionetta and Cincinnati:									New York and Harlem:								
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	85 1/2			1st Mortgage	3,000,000	7	May & Nov.	New York.	1878			
1st Mortgage Sterling	1,900,000	7															

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S.F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest				Description	Amount	Interest	Interest			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1887		Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869		Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	145,000	7	"	"	1869		Richmond and Petersburg:						
Prof. Stock (acc'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873		Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Rome, Watertown and Ogdensab:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	151
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86	2d Mortgage	937,500	7	"	"	1863	50
North. Cen., 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900	85	3d Mortgage	440,000	7	"	"	1863	8
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
Chattel Mortgage	360,000	10	"	"	1887	113	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	76
Norwich and Worcester:							2d Mortgage	148,000	7	"		1875	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		Six per cents	73,972	6	"		1878	
Bonds for Dividend Serip.	59,000	7	"	New York.	'64-'74		Sandusky, Mansfield and Newark:						
Steamboat Bonds	98,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	91	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	350,000	7	"	"	1872		2d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	128,898	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	6	"		1863	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1876		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
2d Extension	870,500	8	May & Nov.	"	1878	58	Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Ordnburg & Lake Champlain:							Steril. 8kg p'd b'ds after Jan. 1, '70	2,012,994	6	Jan. & July.	London.	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99	Do. do. do.	273,187	6	Jan. & July.	Charleston.	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80		1st Mortgage	500,000		"			
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'69-'70	96	1st Mortgage	437,000		"	Macon.	'75-'85	
Panama:							Stenberv. and Ind. (P. O. and O.):						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Sunbury and Erie:						
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		1st Mort. (Sunbury to Wm'sp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Peninsula:							Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1868	85	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Pennsylvania:							St. Louis, Alton & Terre Haute:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100	1st Mortgage (series A.)	1,100,000	7	Jan. & July.	New York.	1894	93
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97	" (series B.)	1,100,000	7	April & Oct.	"	1894	"
2d Mortgage Sterling	2,283,840	6	"	London.	1876		2d " pref. (series C.)	1,400,000	7	Feb. & Aug.	"	1894	94
State Works Bonds	6,700,000	6	Jan. & July.	Harrisburg.	1894	102	" (series D.)	1,400,000	7	May & Nov.	"	1894	"
Penobscot and Kennebec:							" (series E.)	1,700,000	7	"	"	1894	81
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		St. L., Jacksonv. and Chicago:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Petersburg and Lynchburg (S. Side):							St. Paul and Pacific 1st Division:						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Peoria & Warsaw:						
Phila., Germantown and Norris'n:							1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	82
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885		Toledo, Wabash and Western:						
Philadelphia and Erie:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	50
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98	1st M. (L. E., Wab. and St. Louis)	2,500,000	7	"	"	1890	"
1st Mortgage (general)	5,000,000	6	"	"	1881	93	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	70
2d Mortgage	3,000,000	7	"	"	1885	78	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
3d Mortgage	4,000,000	6	"	"	1901		Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	"	1871	80
Philadelphia and Reading:							Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1882	66
Bonds of 1864 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		Vermont Central:						
" 1849	2,095,000	6	April & Oct.	"	1870	97	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
" 1861	106,000	6	Jan. & July.	"	1871	91	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25
" 1843	1,525,800	6	"	"	1880	92	Vermont and Massachusetts:						
" 1844	804,000	6	"	"	1880	91	Mortgage Bonds	924,906	6	Jan. & July.	Boston.	1883	93
" 1845	101,000	6	"	"	1880	92	Virginia Central:						
" 1849	67,000	6	"	"	1880	96	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1857 (convertible)	418,500	6	"	"	1886	96	Mortgage (coupons)	206,500	5	"	Richmond.	1872	
" 1858	60,000	7	"	"	1886		Mortgage (coupons)	988,000	6	"	New York.	1884	
Phila., Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond		
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95	Coupon bonds of 1865	55,000	8	"	"	1876	
Pittsburg and Connellsville:							Funding Interest bonds	185,089	8	"	"	'70-'77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	Dividend bonds	121,227	6	"	"	65-'76	
Pittsburg, Ft. Wayne and Chicago:							Virginia and Tennessee:						
1st Mortgage (series A.)	875,000	7	Jan. & July.	New York.	1912	102	1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
" (series B.)	875,000	7	Feb. & Aug.	"	1912	"	2d Mortgage	23,500	6	"	"	1878	
" (series C.)	875,000	7	Mar. & Sept.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1865	55
" (series D.)	875,000	7	April & Oct.	"	1912	"	Enlarged Mortgage	695,800	6	"	"	1884	
" (series E.)	875,000	7	May & Nov.	"	1912	"	Warren (N. J.):						
" (series F.)	875,000	7	Jun. & Dec.	"	1912	"	1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
2d Mortgage (series G.)	860,000	7	Jan. & July.	"	1912	97	Warwick Valley, N. Y.:						
" (series H.)	860,000	7	Feb. & Aug.	"	1912	"	1st Mortgage	55,000	7	April & Oct.	New York.	1880	84
" (series I.)	860,000	7	Mar. & Sept.	"	1912	"	Watertown and Rome:						
" (series K.)	860,000	7	April & Oct.	"	1912	"	Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
" (series L.)	860,000	7	May & Nov.	"	1912	"	Western (Mass.):						
" (series M.)	860,000	7	June & Dec.	"	1912	"	Sterling (\$899,900)	4,319,520	5	April & Oct.	London.	'69-'71	
2d Mortgage	2,000,000	7	April	"	1912	88	Dollar Bonds	936,500	6	"	Boston.	1875	97
Bridge Bonds	153,600	7	May & Nov.	Philadelphia.	1876		West Jersey:						
Pittsburg and Steubenville:							1st Mortgage	238,000	6	March & Sept.	Camden.	1883	84
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	2d Mortgage	772,000	7	"	Philadelphia.	1896	
Potomac and Watertown:							Western Maryland:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74		1st Mortgage	606,000	6	Jan. & July.	Baltimore.	1890	74
Quincy and Toledo:							1st Mortgage guaranteed	200,000	6	"	"	1890	90
1st Mortgage	530,000	7	May & Nov.	New York.	1890	72	Western Pacific:						
Salem and Gaston:							1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Coupon	100,000				1862		Wilmington and Manchester:						
Baritan and Delaware Bay:							1st Mortgage	506,000	7	June & Dec.	New York.	1866	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1788		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1883		Income Bonds	160,000	7	March & Sept.	"	1864	
Equipment Bonds	208,000	7	"	"	1876		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,887	6	"	London.	1881	
1st Mortgage (\$27,000)	324,000	6	"	"	1860			197,777	7	"	"	1886	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.	Freight, etc.		Property and Assets.			Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of	
									Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.										
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. & C.			
30 Jun. '60	65.0	—	—	—	50.6	—	—	ALABAMA.	1,451,336	—	—	877,963	508,500	105,256	1,615,704	54.0	—	—	101,102	87,566	—	—		
28 Feb. '59	30.8	—	—	—	58.1	2	2	Alabama and Florida	461,506	80,991	—	335,010	109,500	21,632	518,966	30.8	—	—	55,791	81,562	—	—		
31 May '60	109.6	—	—	—	57.8	11	9	Alabama and Mississippi	2,261,927	184,906	—	1,097,006	777,777	240,488	2,476,023	109.6	—	—	207,626	111,238	—	—		
31 Dec. '59	57.0	—	—	—	171.8	—	—	Ala. and Tennessee Rivers	1,500,000	—	—	—	—	—	—	—	—	76,778	21,006	—	—			
31 Dec. '60	499.3	13.6	—	—	49.4	21	20	Mobile and Girard	9,258,002	2,189,562	—	8,615,400	7,661,381	1,591,381	17,922,359	482.5	8 mo.	1,324,847	642,489	—	—			
28 Feb. '67	88.6	28.4	—	—	21	12	128	Mobile and Ohio	2,430,420	308,967	315,169	1,844,164	1,130,700	288,781	8,068,586	116.9	—	170,707	449,007	189,402	—	—		
3 Nov. '58	38.5	—	—	—	107.5	—	—	Montgomery and West Point.	553,877	—	—	361,524	446,000	10,725	511,949	—	—	—	—	—	—	—		
30 Dec. '60	22.5	—	—	—	—	—	—	ARKANSAS.	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	—	230,251	104,594	—	—		
31 July '65	23.8	—	—	—	1.9	6	5	Memphis and Little Rock	845,798	66,488	8,286	300,900	100,000	—	—	23.8	58,956	103,239	26,249	—	—	—		
31 Jan. '66	123.4	—	—	—	75.1	18	20	CALIFORNIA.	3,902,356	302,511	—	2,037,940	1,866,740	—	—	122.4	319,438	644,726	166,189	—	—	—		
31 Aug. '67	61.4	10.2	—	—	66.9	25	42	Sacramento Valley	3,288,932	254,000	1,403,095	3,000,000	927,000	104,188	4,946,027	75.2	546,118	1,685,334	692,283	13	174	—		
31 Dec. '65	74.0	—	—	—	8.9	10	12	CONNECTICUT.	2,439,776	—	347,819	2,000,000	222,500	150,848	2,787,594	124.0	192,989	478,096	65,463	—	—	—		
31 Dec. '66	57.0	—	—	—	2.6	8	11	Danbury and Norwalk	1,465,639	—	—	1,100,000	295,000	34,065	—	—	62.0	159,074	419,469	135,922	10	—		
28 Feb. '66	60.0	—	—	—	2.6	8	10	Hartford, Provid. and Fishkill	1,454,040	—	—	738,538	765,900	—	—	—	62.0	—	67,148	—	—	—		
30 Nov. '67	93.0	8.9	10.0	—	5	3	3	Housatonic	2,561,142	—	—	1,854,000	650,000	—	—	—	30.0	52,463	82,195	—	—	—		
30 Nov. '67	100.0	—	—	—	15	13	316	Naugatuck	1,402,267	—	173,843	885,000	450,267	—	—	—	326.138	382,944	93,894	—	—	—		
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	N. Haven, N. London and Ston.	4,677,811	1,021,673	908,906	6,000,000	1,075,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	1394	—		
30 Nov. '67	69.4	7.0	9.5	—	20	19	491	New Haven and Northampton	2,468,988	149,711	642,862	2,638,600	625,500	9,172	3,890,357	69.4	864,521	6,043,8	291,036	10	92	—		
31 Oct. '60	84.3	—	—	—	10.7	—	—	NEW YORK.	1,562,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	158,970	41,466	—	—	—		
31 Oct. '62	16.2	—	—	—	—	—	—	Delaware	704,800	—	18,636	744,520	—	5,024	749,544	8.0	—	27,283	10,200	—	—	—		
30 Apr. '62	154.2	—	—	—	150	—	—	NEWCASTLE AND FRENCHTOWN	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	—	7,877	2,586	—	—	—		
30 Apr. '62	59.9	—	—	—	8.0	13.0	3	FLORIDA.	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '62	100.0	3.9	—	—	10.0	163.5	—	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Jun. '67	86.7	—	—	—	18	6	88	Flo. Atlantic and Gulf Central	1,200,079	—	145,554	1,282,200	55,500	50,575	1,346,632	86.7	—	391,477	68,880	39	—	—		
31 Dec. '62	92.6	—	—	—	8.7	70.9	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '60	63.0	—	—	—	—	—	—	GEORGIA.	1,032,200	—	—	738,700	129,500	—	—	—	—	—	—	—	—	—		
30 Apr. '60	43.5	—	—	—	23.7	—	—	Atlanta and West Point	765,000	—	—	151,887	—	—	—	—	—	—	—	—	—	—		
30 Nov. '66	191.0	—	—	—	49	31	501	Atlantic and Gulf—M. Trunk	4,472,000	—	1,849,923	4,860,800	786,000	158,940	6,686,956	191.0	—	1,734,749	859,214	—	—	—		
31 Mar. '67	171.0	71.0	—	—	46	26	407	Augusta and Savannah	4,156,000	—	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	—	1,336,142	246,266	64	—	—		
30 Nov. '60	102.5	—	—	—	19	16	171	Brunswick and Florida	1,500,000	—	—	1,500,000	—	12,295	1,658,976	102.5	236,241	404,618	212,676	19	—	—		
31 July '59	50.0	—	—	—	7	2	107	Central of Georgia (and Bank)	774,244	162,534	—	669,960	249,000	—	—	—	—	202,714	110,516	—	—	—		
1 May '68	68.1	—	—	—	3	4	33	Georgia (and Bank)	1,386,834	52,874	—	1,375,901	10,300	180,621	1,478,140	71.6	—	—	—	—	—	—		
31 July '67	106.1	100.8	16.2	—	19	20	267	Macon and Western	3,888,131	414,196	58,895	3,303,900	437,000	146,087	8,855,721	228.8	306,385	1,006,953	332,551	—	—	—		
30 Sep. '60	188.0	—	—	—	62	24	706	Muscogee	6,901,407	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '66	290.0	—	—	—	67	32	1,098	Albany and Gulf	10,118,522	—	2,172,282	6,311,900	3,093,000	496,049	12,290,904	290.0	1,334,115	3,095,153	1,484,616	—	—	—		
30 Apr. '67	317.0	83.0	—	—	119	55	2,438	South Western	13,248,711	2,956,327	—	10,399,010	5,458,260	365,542	18,957,024	400.0	2,421,566	6,146,992	2,798,463	—	—	—		
31 May '67	491.0	661.4	37.0	—	248	138	6,556	Chicago and Alton	41,871,770	—	3,992,762	28,021,821	16,251,900	1,128,476	45,864,322	1,162	—	10,161,735	2,339,967	—	—	—		
31 Mar. '67	181.8	181.6	—	—	92	46	1,806	Chicago and Northwestern	15,312,322	—	3,192,940	9,100,000	5,148,524	685,486	18,606,768	409.3	1,621,307	3,574,684	1,413,999	10	974	—		
31 Mar. '67	174.5	5.5	14.3	—	21	22	504	Chicago, Rock Isl. and Pacific	4,089,561	—	—	1,645,561	2,560,000	—	4,214,342	180.0	—	742,097	377,476	—	—	—		
31 Dec. '66	464.8	252.5	—	—	160	83	3,546	Great Western	20,954,453	—	10,329,228	23,415,780	12,144,000	—	41,478,280	708.3	3,003,862	6,546,741	2,176,447	10	1344	—		
31 Dec. '66	111.0	—	—	—	112	7	309	Illinois Central	5,217,634	—	—	3,335,339	1,600,000	121,658	6,269,833	111.0	288,524	661,668	171,567	—	—	—		
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	Toledo, Peoria & Warsaw	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	200.0	—	2,240,744	488,568	—	—	—		
31 Dec. '66	290.0	—	—	—	67	32	1,098	St. Louis, Alton & Terre Haute	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '67	317.0	83.0	—	—	119	55	2,438	INDIANA.	10,118,522	—	2,172,282	6,311,900	3,093,000	496,049	12,290,904	290.0	1,334,115	3,095,153	1,484,616	—	—	—		
31 May '67	491.0	661.4	37.0	—	248	138	6,556	Chicago and Great Eastern	13,248,711	2,956,327	—	10,399,010	5,458,260	365,542	18,957,024	400.0	2,421,566	6,146,992	2,798,463	—	—	—		
31 Mar. '67	181.8	181.6	—	—	92	46	1,806	Knoxville and Crawfordsville	41,871,770	—	3,992,762	28,021,821	16,251,900	1,128,476	45,864,322	1,162	—	10,161,735	2,339,967	—	—	—		
31 Mar. '67	174.5	5.5	14.3	—	21	22	504	Indiana Central	4,089,561	—	—	1,645,561	2,560,000	—	4,214,342	180.0	—	742,097	377,476	—	—	—		
31 Dec. '66	464.8	252.5	—	—	160	83	3,546	Indianapolis and Cincinnati	20,954,453	—	10,329,228	23,415,780	12,144,000	—	41,478,280	708.3	3,003,862	6,546,741	2,176,447	10	1344	—		
31 Dec. '66	111.0	—	—	—	112	7	309	Ind. Pittsburg and Cleveland	5,217,634	—	—	3,335,339	1,600,000	121,658	6,269,833	111.0	288,524	661,668	171,567	—	—	—		
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	Jeffersonville	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	200.0	—	2,240,744	488,568	—	—	—		
31 Dec. '66	290.0	—	—	—	67	32	1,098	Indianapolis and Madison	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '67	317.0	83.0	—	—	119	55	2,438	Louis, N. Albany & Chicago	13,248,711	2,956,327	—	10,399,010	5,458,260	365,542	18,957,024	400.0	2,421,566	6,146,992	2,798,463	—	—	—		
31 May '67	491.0	661.4	37.0	—	248	138	6,556	Terre Haute and Indianapolis	41,871,770	—	3,992,762	28,021,821	16,251,900	1,128,476	45,864									

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Apparatuses." A dash (—) signifies "not running data (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Abstract of Balance Sheet.										Earnings.			Dividends	Price of share
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.		Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.		
						Passenger.	Freight, etc.	Railroad and appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
MAINE.																						
20 Nov. '93	55.0				0	4	74	Androscooggin	1,660,000			151,833	444,638	205,584	757,381	63.6	76,344	79,761	48,461			
30 Jan. '94	149.0				41	17	349	Atlantic and St. Lawrence	7,084,089			2,494,900	3,471,560	1,985,870	7,052,330	149.0	878,873	1,116,113	177,873		45	
31 Dec. '94	63.0	9.5	8.0		12	11	120	Portland and Kennebec	8,000,000			1,000,000	2,000,000		3,000,000	109.5	309,481	672,118	177,423			
31 May, '95	99.7	9.5			12	16	283	Maine Central	4,232,301		57,091	1,447,000	2,733,800	1,0,597	4,301,457	109.2	171,568	459,592	219,930			
31 May, '97	51.3				14	4	167	Portland, Saco and Portsmouth	1,800,181		498,486	1,500,000			1,858,669	51.3	237,394	529,325	230,825	6	102	
MARYLAND.																						
20 Sep. '98	379.0	7.2			243	164	3,510	Baltimore and Ohio	21,450,621	3,021,756	16,151,062	9,786,011	1,090,221	43,083,124	256.8	3,788,323	10,996,706	4,487,923	10	130 1/2		
30 Sep. '98	30.9							Washington Branch	1,850,000		18,010,717	1,650,000		2,858,013	39.9	584,848	916,288	560,992	10	127		
31 Dec. '98	138.0	4.0	25.0		92	54	3,728	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,641,781	326.0	1,738,764	4,042,125	1,167,973	8	44 1/2	
MASSACHUSETTS.																						
20 Nov. '97	111.0	19.5	93.9	209.0	18	12	179	Boston, Hartford & Erie	19,242,081		14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	8	116		
30 Nov. '97	28.5	1.8	43.4		27	28	707	Boston and Lowell	2,470,254	183,345	546,047	1,891,500		3,198,644	71.0	326,671	878,068	234,804	8	123 1/2		
30 Nov. '97	74.3	8.8	54.7		42	07	929	Boston and Maine	4,097,897	627,717	387,187	4,076,974		5,082,301	147.8	858,737	1,603,167	481,471	10	133 1/2		
30 Nov. '97	47.0	7.0	45.0		31	47	412	Boston and Providence	3,162,660	207,400	899,367	3,360,000		3,759,367	61.8	448,621	1,066,147	277,363	10	135 1/2		
30 Nov. '97	44.0	24.0	66.0		40	71	442	Boston and Worcester	4,534,460	605,360	1,214,615	5,090,000		33,582	6,144,615	68.6	783,660	1,942,500	781,421	10		
30 Nov. '97	46.0	1.1	2.7		7	12	211	Cape Cod Branch (par 60)	916,761	86,894	66,962	721,226		6,134	1,098,587	42.1	88,388	197,931	61,251	6 1/2	71	
30 Nov. '98	60.0	3.4	11.9		14	26	205	Connecticut River	1,747,758	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	266,852	617,143	177,322	8	120	
30 Nov. '97	44.1	50.4	36.4		41	70	693	Eastern	4,616,379	622,334	415,000	8,858,369	1,770,400	6,316,500	94.5	866,222	1,447,046	545,630	8	112 1/2		
30 Nov. '97	51.0	42.5	78.9		31	38	507	Fitchburg	1,189,851	20,749	498,637	3,540,000		4,050,280	93.5	666,332	1,101,444	384,744	9	129 1/2		
30 Nov. '97	13.9				3	3	40	Fitchburg and Worcester	285,658	49,222	248,000		2,000	25,421	3.8	3,884	36,195	9,295	18	46		
30 Nov. '97	12.3				2	3	21	Lowell and Lawrence	382,884	36,274	5,545	200,000	73,000	2,160	268,508	13.9	21,780	17,968	6			
30 Nov. '97	14.9				12	13	323	Nashua and Lowell	678,919	95,084	81,121	720,000		15,0	855,725	74.4	381,529	440,241	74,679	10	128	
30 Nov. '97	29.1	10.5	32.3		5	12	81	New Bedford and Taunton	452,652	47,018	5,475	600,000	174,000		674,000	21.6	75,756	182,954	43,661	8	101 1/2	
30 Nov. '97	130.5	10.5	32.3		34	50	387	Old Colony and Newport	6,214,322	198,905	90,977	4,848,320	2,870,000	128,060	7,618,308	141.0	826,061	1,381,065	336,510	6	91	
30 Nov. '97	18.6				1	2	1	Pittsfield and North Adams	411,325	31,852		450,000			5,000	1,821,429	44.4	321,855	702,916	160,429	12	124 1/2
30 Nov. '97	43.4	1.0	10.0		17	63	192	Providence and Worcester	1,011,948	349,298	19,182	1,390,000		486	470,692	17.5	17,500	16,688	12	110 1/2		
30 Nov. '97	16.9				3	3	198	Salem and Lowell	381,470	82,549	6,679	248,295	226,900		293,730	11.7	53,992	217,907	26,845	8	112 1/2	
30 Nov. '97	11.1	0.6	1.0		4	8	85	Taunton Branch	250,000		43,730	250,000		4,292	293,730							
30 Nov. '96	61			30.6	12	12	186	Troy and Greenfield	2,259,086	207,843	93,908	2,860,000	550,818	2,327	3,560,337	77.3	199,126	461,424	62,594	14	55	
30 Nov. '97	166.1	17.5	184.2		108	63	1,820	Vermont and Massachusetts	11,108,521	1,583,840	4,689,622	8,726,103	5,704,520	17,891,938	178.6	1,840,291	4,086,707	1,249,295	10	116 1/2		
30 Nov. '97	45.7				11	14	228	Worcester & Nashua (par 83 1/2)	1,025,000	116,000	124,336	1,341,000		13,196	1,256,385	45.7	250,869	474,362	178,965	10 1/2	116 1/2	
NEW HAMPSHIRE.																						
31 Mar. '97	98.5				14	10	332	Boston, Concord and Montreal	2,860,000		431,345	1,799,900	1,050,000	30,974	3,281,345	98.5		467,714	147,122		80	
30 Nov. '97	53.6				2	15	271	Cheshire	2,688,907		247,281	2,936,188	76.6	422,417	661,617	148,897	24					
31 Mar. '97	34.5				28	20	470	Concord (par 450)	1,500,000		148,924	1,500,000		1,748,868	131.4	560,024	941,321	146,888	8	70		
31 Mar. '97	28.9				2			Manchester & Lawrence	825,000		175,000	1,000,000		1,000,000				97,925	8	122 1/2		
31 Mar. '97	19.8				2	4	80	Manchester and Northwinds	600,000		200,000			600,000				50,297	48,317			
31 Mar. '97	69.2	13.0	12.5		24	23	465	Northern New Hampshire	3,008,400		605,862	3,968,400	145,400	14,217	3,674,262	82.2	362,540	681,391	242,998	8	112 1/2	
NEW JERSEY.																						
31 Dec. '96	64.2	11.0	8.1					Belvidere Delaware	3,456,709			996,647	2,245,000	346,140	3,587,787	77.5		558,742	128,980			
31 Dec. '96	61.2	42.4	74.9		74	96	171	Camden and Amboy	10,999,001		4,331,251	7,987,412	10,973,137	18,000,549	124.2		5,007,662	1,444,705	15	126		
31 Dec. '96	66.2							Camden and Atlantic	1,391,434			1,061,999	1,061,999		2,244,201	60.2		398,976	129,869			
31 Dec. '96	74.0	12.0	74.0		65	52	1,071	Central of New Jersey	7,708,000	1,904,600	6,260,728	13,000,000	1,500,000	26,400	16,711,102	102.0	1,234,815	5,581,244	1,617,288	10	116	
31 Dec. '96	33.9			46.5	24	45	274	Morris and Essex	9,973,531	1,281,111	208,699	8,500,000	5,516,950	124,322	9,625,429	53.0		1,029,978	304,869	7	70	
31 Dec. '96	32.8				35	98	180	New Jersey	8,890,328	827,556	1,580,147	5,000,000	865,000		6,514,449	83.8	688,632	1,770,862	789,915	10	132	
31 Dec. '96	21.8				2	6	17	Northern New Jersey	481,803			168,800	280,000	74,740	687,403	24.0	106,871	222,769	22,951			
31 Dec. '96	65.0	16.0						Raritan and Delaware Bay	4,099,592		2,530,700	1,562,800	920,447	4,988,947	81.0		335,651	—	—	—	—	
31 Dec. '96	18.2							Warren	2,000,000		59,050	1,647,350	511,400	2,659,550	18.2		451,297	154,045	7	91		
31 Dec. '96	38.5							W. St. Jersey	1,219,504		454,219	731,050	1,010,500		1,741,550	51.0		268,420	69,712	29		
NEW YORK.																						
30 Sep. '96	94.5		7.4	61.6	13	12	216	Albany & Susquehanna	4,285,592	343,099	1,675,138	2,114,000	19,643	4,628,691	93.5	191,672	335,100	180,002				
30 Sep. '96	142.0		13.0		28	32	411	Buffalo, New York and Erie	2,380,038		950,000	2,380,000	Leased	to Erie				233,100	134	108 1/2		
30 Sep. '96	58.3		29.0		38	23	765	Buffalo and State Line	2,277,838	506,576	2,200,000	1,019,000		3,218,000	88.0	1,393,666	2,483,751	812,166	10	195		
31 Dec. '96																						



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.			
						No.	No.					Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.										
<b>PENNSYLVANIA.</b>																								
31 Jan. '66	44.0			158.0	13	11	113	Allegheny Valley	2,350,728	232,046	295,573	1,948,400	614,000	313,542	2,577,942	44.0	134,901	356,277	123,892			18		
31 Oct. '66	387.0	6.0	31.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,560		83,348	29,564,406	29,979,900	1,156,819	60,721,124	507.0	1,041,771	4,883,490	1,476,080			13		
31 Oct. '66	65.0	2.5	4.5		21	9	263	Catawissa	3,634,000			3,634,000	266,000		3,899,000	67.5	227,646	447,062	150,841			13		
31 Oct. '66	74.0		6.3		15	12	130	Cumberland Valley	1,691,037			1,316,900	384,000		1,691,037	74.0	207,024	564,406	182,281			13		
31 Oct. '66	113.0		70.0		87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417		11,295,600	3,370,500	717,222	15,376,322	204.5	1,909,716	7,788,496	714,825			112		
31 Oct. '66	36.0	1.7	6.0		10	8	96	East Pennsylvania	1,342,051	227,659		654,400	1,000,000		1,564,740	36.0	199,412	445,078	237,064			61		
31 Oct. '66	78.0		16.0		18		620	Elmira and Williamsport	2,268,000	352,000		1,000,000	1,000,000		2,000,000	78.0	286,143	617,531	106,700			25		
31 Oct. '66	18.5		6.0					Eric and Northeast	700,000		30,000	600,000	400,000		1,000,000	18.5	168,823	620,438	336,168			61		
31 Oct. '66	81.0	2.0	6.2		15	11	446	Eric and Pittsburgh	1,842,926	554,628	225,000	664,300	1,248,704	435,266	2,632,548	81.0	318,902	618,566	336,168			61		
31 Oct. '66	36.0	18.0	17.9					Harrisburg and Lancaster	1,832,550			1,832,550	700,000		1,832,550	oper. by Penn. R.R. Co.						61		
31 Oct. '66	32.0		1.4	44.0	4	2	15	Hempfield	1,616,459	41,540	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	65,992	2,972			16		
31 Oct. '66	44.0	15.7	11.7		16	3	79	Huntingdon and Broad Top	2,188,498			685,130	1,462,140		2,188,498	69.7	194,282	250,906	55,506			16		
31 Oct. '66	90.0	2.0	13.5		6	1,278		Lackawanna and Bloomsburg	3,789,831	22,315		1,335,000	2,401,645	68,880	3,812,140	90.0	484,760	818,576	285,010			62		
31 Oct. '66	71.0	57.5	130.0		86	19	3,475	Lehigh Valley	9,941,432	3,052,790		9,408,200	1,477,000		12,904,222	128.5	1,078,411	3,718,630	2,990,027			62		
31 Oct. '66	23.3	6.0	8.0					Little Schuylkill	1,466,283		1,568,965	2,606,100	886,000		3,004,655	oper. by Reading R.R.						62		
31 Oct. '66	138.0		64.1					Mine Hill and Schuylk. Haven	3,740,800			3,775,600			3,775,600							62		
31 Oct. '66	55.6	11.9	14.8		23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,787		6,887,222	67.5	345,588	902,218	392,500			62		
31 Dec. '66	354.8	33.3	466.3		452	240	7,979	Pennsylvania	26,642,634	3,371,215	15,333,686	20,000,000	18,038,256		44,261,544	365.8	7,089,026	16,353,833	5,907,529			64		
31 Oct. '66	17.0	3.0	19.3		19	42	119	Phila., Germantown & Norristown	1,139,079	268,439	409,986	1,491,585	169,800		1,517,554	24.2	274,879	605,546	247,445			64		
31 Dec. '66	287.5		63.3					Phila. and (Sunbury) Erie	17,369,783			5,983,700	13,000,000		600	18,084,300	287.5	1,424,110	2,541,062	454,077			64	
30 Nov. '66	147.0		256.4		267	71	3,043	Philadelphia and Reading	19,998,403	3,765,774	2,899,968	22,742,897	6,719,562		32,577,548	474.8	4,381,834	16,973,519	6,016,581			10		
31 Oct. '66	26.5		30.0					Philadelphia and Trenton	1,369,284			1,099,120	200,000		1,641,607	26.5	105,478	349,446	818,764			15		
31 Oct. '66	96.0		105.6		50	72	943	Phila., Wilmington and Balt.	10,469,300			9,019,300	1,460,000		10,469,300	107.0	880,926	2,470,868	1,087,687			10		
31 Oct. '66	58.4		90.6		14	12	82	Pittsburg and Connelleville	2,482,088		229,768	229,792	1,776,139	1,600,000	73,108	3,349,237	70.9	524,068	639,109	245,966			10	
31 Dec. '66	468.5		138.1		189	121	2,429	Pittsburg, Ft. Wayne & Chicago	24,263,747		2,673,792	9,940,938	12,568,500	1,062,343	26,277,540	468.5	1,945,413	7,467,317	2,319,581			101		
31 Oct. '66	28.0		5.0		7		458	Shamokin Valley & Pottsville	1,569,450			869,450	700,000		1,569,450	28.0	149,063	348,138	150,592			41		
31 Oct. '66	26.1		4.0		8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,700,501	38.4	144,402	567,590	145,050			16		
31 Oct. '66	36.8		4.7		8	3	253	Tioga	826,687	247,245	22,301	549,400	316,000	26,292	1,095,912	36.8	120,064	264,125	123,612			25		
<b>RHODE ISLAND.</b>																								
31 Aug. '66	62.0		4.0		10	18	140	N. Y., Providence and Boston	2,568,000			1,755,281	500,000				62.0	340,800	625,641	169,838			12	
<b>SOUTH CAROLINA.</b>																								
31 Dec. '66	54.9		47.4		4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	54.9		253,285	161,556			6		
31 Dec. '66	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	884,000		1,099,536	109.6		253,285	161,556			6		
1 Jan. '66	143.2	21.8						Greenville and Columbia	2,439,769	324,161		1,409,008	1,145,000	345,546		1,409,008	143.2		243,160	125,871			6	
28 Feb. '66	102.0				11	8	105	North-Eastern	2,148,131		51,078	898,966	1,028,000	272,250	2,199,290	102.0		154,496	137,776	66,687			6	
31 Dec. '66	136.0	108.0			47	34	343	South Carolina	8,511,987		540,110	6,819,275	3,584,796	447,491	9,821,776	242.0		1,812,768	397,393			6		
<b>TENNESSEE.</b>																								
30 Sep. '66	47.6							Central Southern (Tenn.)	1,021,439	58,183		505,214	515,600	99,110	1,187,707	47.6		20,987	19,187			10		
30 June '66	30.0		1.8		17	11	200	East Tennessee and Georgia				2,141,970				30.0		10 mos.	441,029	154,081			10	
30 June '66	140.0				16	8	185	East Tennessee and Virginia	3,399,984		824,265	657,700	2,175,600	541,853	4,224,247	140.0		139,532	361,871	161,014			10	
30 Jun. '67	271.6	19.4	20.0		56	50	642	Memphis and Charleston	6,283,555	1,002,601	2,195,331	5,812,725	3,126,580	921,937	9,431,517	271.6		86,531	1,661,612	71,490			10	
1859	271.6	16.0	20.0		3	9	6	Memphis and Ohio	2,250,267			570,000	1,361,000	146,000									10	
1859	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										10	
30 Sep. '66	99.2				12	7	92	Memphis and Tennessee	3,015,107			825,399	1,069,600	962,059	5,015,107	99.2		337,252	178,729			10		
1859	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4		54,175	55,129	44,666			10	
1859	34.2		7.0		12	2	81	McMinnville and Manchester	833,807	56,816		144,894	406,000	5,000		34.2		30,066	25,808	18,892			10	
30 Nov. '66	142.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,066,644	1,781,000			142.7		784,118	837,394	6			10	
1859								Nashville and Northwestern															10	
1860	45.8		4.2	11.7	6	5	32	Tennessee and Alabama	76,016	76,016		695,922	880,000	204,644		45.8		57,980	127,958	57,248			10	
1859	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248					10	
<b>TEXAS, (all aided by State).</b>																								
— '58	82.0							Buffalo Bayou, Braz. & Col'do																10
— '58	56.0							Galveston, Houston & Henderson																10
— '58	50.0		1.5	75.0		2	1	Houston and Brazoria	1,250,000			275,000	240,000	171,500		50.0		31,300	52,070				10	
1 May '60	70.0		6.0	280.0		7	5	Houston and Texas Central	4,232,245			455,000	975,000	369,000		70.0		1						

## PREFERRED AND GUARANTEED R. R. STOCKS

## CANAL AND NAVIGATION STOCKS

## New York Stock Exchange

Actual Sale Prices for the week ending Feb. 5.

Th 30 F 31 Sat 1 M 3 Tu 4 W 5

RAILROADS.	Amount of shares outstanding	Divs		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	8	70
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	35
Catawissa (preferred)	1,150,000	7	7	27
Chenung (guaranteed)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,825	7	7	65
Chicago & Alton (preferred)	2,425,400	7	7	133
Chicago & Northwestern (pref.)	14,789,125	7	7	73
Cochecho (preferred)	177,750	8	8	---
Gt. & Passumpsic Rivers, (pref.)	1,772,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	3	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	80
Hanibal & St. Joseph (preferred)	5,253,856	7	7	71
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,190,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	600,000	7	7	---
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	25
" (2d pref.)	4,061,744	7	3	6
Michigan R. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,286	8	8	99
" (2d pref.)	841,400	7	7	94
Milwaukee & St. Paul (preferred)	7,370,900	7	7	65
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,500,000	8	8	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Patterson & Hudson (guaranteed)	630,000	---	---	---
Patterson & Ramapo (guaranteed)	245,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Sauc. & Portsmouth (guar.)	1,500,000	6	6	---
Railroad & Burlington (preferred)	382,700	8	8	---
St. L., Alton & Terre Haute (pref.)	808,176	6	6	---
Toledo, Wabash & Western (pref.)	1,700,000	6	7	72
Toledo, Peoria & Warsaw (1st pref.)	1,000,000	7	7	66
" (2d pref.)	1,051,314	7	7	---
Troy & Greenbush (guaranteed)	908,426	7	7	---
Vermont & Canada, (guaranteed)	274,400	6	6	50
Warren (guaranteed)	1,600,000	8	8	102
White Mountains (guaranteed)	1,403,300	7	7	---
Wrightsv. Y. & Gettysburg (guar.)	200,000	6	6	---
	317,050	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding	Interest	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	42,657,343	6	J. & J.	1896	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" sterling	4,375,000	8	"	1890	---
Preferred bonds	1,700,000	6	"	18--	80
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	973,799	7	J. & J.	1865	---
Interest Certificates	161,960	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,158	6	Qtrly.	1870	---
Six per cent. Loan	5,434,351	6	"	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	392,750	6	"	---	81
Boat Loan	232,907	6	"	---	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,890,070	6	J. & J.	1882	72
Improvement	1,601,070	6	M. & N.	1876	69
Susquehanna & Tide Water:					
Maryland Sterling Loan	814,000	5	J. & J.	1865	---
Md. sig. loan converted	300,376	6	"	1865	---
Mortgage bonds	998,000	6	"	1878	59
Preferred Interest b'ds.	237,569	6	"	1878	---
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15
West Branch & Susquehanna					
1st Mortgage, 6 1/2 per cent.	450,000	6	J. & J.	1878	68
Wyoming Valley:					
1st Mortgage	600,000	6	J. & I.	1878	73

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563		35
Chesapeake and Ohio	100	8,224,595		
Delaware Division	100	1,633,350		52
Delaware and Hudson	100	10,000,000	10	149
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan				
Lehigh Navigation	50	6,968,146	10	28
Monongahela Navigation	50	726,800	3	
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	20
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207		13
" (preferred)	50	2,888,988		21
Susquehanna and Tide Water	50	2,048,200		12
Union				
Union (preferred)	50	2,787,000		4
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON.—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 90 per ton; Polished Sheet, 8 cents per lb.	
Pig, Scotch, No. 1	per ton 37 @ 42
Pig, American, No. 1	35 @ 36
Pig, American, No. 2	33 @ 34
Bar, Refined, English and American	80 @ 85
Bar, Sweden, assorted sizes	(gold) 87 50 @ 92
STOVE PRICES.—	
Bar, Swedes, ordinary sizes	@ 150
Bar, English and American, Refined	85 @ 100
Bar, English and American, Common	85 @ 90
Scroll	125 @ 170
Ovals and Half-round	120 @ 150
Band	125 @
Horse Shoe	125 @
Rods, 3 to 3 1/2 inch	100 @ 160
Hoop	138 @ 185
Nail Rod	per lb. 9 @ 10
Sheet, Russia, Med. No.'s	15 @ 16
Sheet, Single, D. and T. Common	5 @ 7
Rails, English	(gold) 53 @
Rails, American (at works)	79 @ 82
STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast, (2d and 1st qty.)	per lb. 18 @ 23
English Spring, (2d and 1st qty.)	10 @ 12 1/2
English Blister, (2d and 1st qty.)	11 1/2 @ 20
English Machinery	13 1/2 @ 16
English German, (2d and 1st qty.)	14 @ 16
American Blister, "Black Diamond"	11 1/2 @ 17
American Cast, Tool, do.	21 @ 22
American Spring, do.	12 @ 14
American Machinery, do.	10 @ 14
American German, do.	10 @ 15
COPPER.—Duty: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 84 oz. per square foot, 3 cents per lb. All Cash.	
Sheathing, New	per lb. 25 @ 33
Boils	35 @
Braziers'	35 @
Sheathing, &c., Old	16 @ 18
Sheathing, Yellow Metal	26 @
Boils, Yellow Metal	27 @
American Ingot	22 1/2 @ 23 1/2
LEAD.—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 6 @
Spanish	(gold) 6 40 @ 6 50
German Refined	(gold) 6 40 @ 6 75
English	(gold) 6 45 @ 6 87 1/2
Bar	(net) 10 50 @
Pipe and Sheet	(net) 12 @
TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca	(gold) per lb. 26 @ 28 1/2
Straits	(gold) 24 @ 24 1/2
English	(gold) 24 @ 23 1/2
Gold.—	
Plates, I. C. Charcoal, p. box	8 @ 8 25 11 50 @ 12 25
Plates, I. C. Ooke	6 75 @ 7 25 9 50 @ 10 50
Plates, Ooke Terne	6 25 @ 6 25 9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12 11 25 @ 11 75
PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	10 1/2 @
Crude, 40 @ 47 gravity (in shipping order)	16 @ 16 1/2
Refined, free, S. W.	41 1/2 @ 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)	@ 23
Refined, in bond, Standard White	24 1/2 @ 25
Refined, 12 bond, prime White	@ 25
Naphtha, Refined, (60 @ 63 gravity)	20 1/2 @ 20
Naphtha	per bbl. 3 50

	Th 30	F 31	Sat. 1	M 3.	Tu. 4	W. 5
Atlantic M. S. S. Co.	97 1/2	97 1/2	99	99	97 1/2	95 1/2
Boston, Hartford & Erie	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	15 1/2
California 7s	---	---	---	---	---	---
Canton Co.	59 1/2	59 1/2	59 1/2	59 1/2	58	56 1/2
Chicago & Alton	133	134	135	135	135	135
" " pref.	138	---	---	---	---	---
" " 1 M.	100	---	---	---	---	101
" " S. F.	---	---	---	---	---	---
" " Inc. b'ds	---	---	---	---	---	---
Chicago, Burl. & Q.	143 1/2	143 1/2	---	---	---	94
" " 8 p.c. 109	---	110	---	---	---	---
Ohio, & Northwestern	60 1/2	60	59 1/2	59 1/2	59 1/2	59 1/2
" " pref.	74 1/2	72 1/2	74	73 1/2	73 1/2	72 1/2
" " 1st M.	89	---	---	86 1/2	87	---
" " 2d M.	---	---	---	---	---	---
" " S. F.	---	---	---	---	---	---
" " Consol.	---	82 1/2	---	---	---	---
Chicago & Rock Isl.	99 1/2	98 1/2	102	102	98 1/2	96 1/2
" " 1st M. 70	---	---	---	---	---	---
Chi., R. I. & Pa. 7s 1896	---	---	95	---	---	95
Clev., Col. and Cin.	---	---	105	---	106	108
Clev. and Pittsburgh	97 1/2	97	98	97 1/2	96 1/2	95
" " 2 M.	---	---	---	---	---	---
" " 3 M.	---	---	86	---	---	---
" " 4 M.	---	---	75	---	---	---
Clev. and Toledo	103 1/2	111	113	112	111	109
" " S. F. 7 p.c.	---	---	---	---	---	---
Cumberland Coal, pref. 25	37 1/2	38	---	---	87 1/2	---
Del. & Hudson Canal	147	---	148	150	150	---
Del., Lack. & West.	---	112	---	---	---	---
" " 1st M. 8 p.c. 71-5. 97	---	---	---	---	---	97
" " 2d M. 8 p.c. 81	---	---	---	---	---	---
Erie	75 1/2	75 1/2	74 1/2	74 1/2	74 1/2	72 1/2
" " pref.	81	81 1/2	83	81 1/2	80 1/2	80
" " 1 M. 7 p.c. 167	---	---	---	104	---	---
" " 2 M. 7 p.c. 79	---	---	---	---	103 1/2	---
" " 3 M. 7 p.c. 82	100	100	100	---	---	---
" " 4 M. 7 p.c. 80	94	83 1/2	84	---	---	---
" " 5 M. 7 p.c. 88	---	91	---	---	---	---
Hudson River	140 1/2	140 1/2	147	147	145	144 1/2
" " 1 M. 7 p.c. 69	---	---	---	---	---	---
" " 2 M. S. F.	---	---	---	---	---	---
" " 3 M. 7 p.c. 75	---	---	---	---	---	---
Illinois Central	134 1/2	---	134 1/2	134	134	134 1/2
" " bonds	---	---	---	---	---	---
Marietta & Cin. 1st pref. 25	---	---	25	---	25	---
" " 2d	---	---	---	---	---	---
" " 1st mort.	---	---	---	---	---	---
Mariposa Mining Co.	8 1/2	102	---	---	8 1/2	8 1/2
" " pref.	14 1/2	14 1/2	14 1/2	14 1/2	14	---
" " 1st mort.	---	---	---	---	---	---
Michigan Central	112	111 1/2	112	111 1/2	112 1/2	113
" " S. F. 8 p.c. 82	110 1/2	---	---	---	---	---
" " conv. 8 p.c. 69	---	---	---	---	---	---
M. S. and N. I.	88 1/2	87 1/2	85 1/2	90 1/2	90 1/2	89 1/2
" " guar.	---	---	---	---	---	---
" " 1 M. S. F. 99	---	---	---	---	---	99
" " 2 M.	---	---	---	---	---	92 1/2
Mil. and P. du Chien	---	---	---	---	---	---
" " 1st pref. 100	---	---	---	---	---	---
" " 2d pref.	---	---	---	---	---	---
" " 1st M.	---	---	---	---	---	---
Milw. and St. Paul	48 1/2	47	48	47 1/2	47 1/2	46 1/2
" " pref.	64 1/2	64 1/2	65 1/2	65 1/2	64 1/2	64
" " 1st mort.	---	---	89	89	89	89 1/2
" " 2d mort.	---	---	---	---	---	---
Missouri C.	101 1/2	101 1/2	101 1/2	102	102 1/2	102 1/2
" " iss. to H. & St. J. R.	85 1/2	---	---	---	---	---
" " Pacific	---	---	---	---	---	---
Morris and Essex	---	---	---	---	---	---
" " 1st mort.	---	---	96	---	---	---
" " 2d mort.	---	---	86 1/2	---	---	---
New York Central	131 1/2	130 1/2	129 1/2	127 1/2	127 1/2	126 1/2
" " 7s. S. F. 76	---	---	---	---	---	---
" " 7s. conv. 76	---	---	---	---	---	---
" " 6s. S. F. 83	83 1/2	---	---	---	---	---
" " 6s. S. F. 87	---	---	---	---	---	---
N. York & Harlem	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 1 M. 7 p.c. 78	---	---	---	---	---	---
" " 3 M. 7 p.c. 67	---	---	---	---	---	41
N. Y. and N. Haven	---	138 1/2	---	---	---	---
North Carolina C.	---	---	---	---	---	---
" " ex-coupon.	52	52	51 1/2	---	---	50 1/2
" " new	51 1/2	---	---	---	---	50
Ohio & Miss.	32 1/2	32 1/2	33	32 1/2	32 1/2	31
" " pref.	74 1/2	---	---	---	---	---
Pacific Mail S. S. Co.	115 1/2	113 1/2	115	114	111	109 1/2
Panama	310	---	---	---	---	---
Phila. and Reading	98 1/2	95 1/2	95	94 1/2	94 1/2	93 1/2
Pitts. Ft. W. & Chicago	104	102 1/2	103	102	100 1/2	100 1/2
" " 1 M. 102	---	---	102 1/2	---	---	---
" " 2 M. 97	---	---	---	97 1/2	---	---
" " 3 M. 88	---	---	---	---	---	---
Quicksilver Mining Co.	25	24	25	25	25	24 1/2
St. L., Alton & T. H.	52	51	51 1/2	---	72 1/2	---
" " pref.	---	---	---	---	---	---
" " 1 M.	---	87	84 1/2	---	---	---
" " 2 M. pref.	---	---	---	---	---	---
" " Inc. b'ds	---	---	---	---	---	81
Tennessee C. 1890	---	---	---	---	---	---
" " ex-coupon.	63	63	63 1/2	64	64	64
" " new	60 1/2	60 1/2	60 1/2	60 1/2	60	60
Tol. Wab. & Western	46 1/2	---	47	46 1/2	46 1/2	46
" " pref.	---	---	---	---	---	---
" " 1 M. ex.	113 1/2	---	90	90 1/2	90 1/2	90 1/2
" " 2 M.	79 1/2	---	75 1/2	---	79	---
" " Int. b'ds	---	---	---	---	---	---
Vi-o-ga C.	---	---	---	---	---	---
" " ex-coupon	44 1/2	---	---	44 1/2	44 1/2	44 1/2
" " new	40 1/2	40	---	---	---	---



## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

Th. 30. F. 31. Sat. 1. M. 3. Tu. 4. W. 5

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	110	110	110	110	110
U. S. 5s, 1871, coup.	110	110	110	110	110
U. S. 5s, 1874, reg.	110	110	110	110	110
U. S. 5s, 1874, coup.	110	110	110	110	110
U. S. 5s, 1865, coup.	104	104	104	104	104
U. S. 5s, 10-40s, coup.	104	104	104	104	104
U. S. 5s, 10-40s, reg.	104	104	104	104	104
U. S. 5s, 1861, reg.	111	111	111	111	111
U. S. 5s, 1861, coup.	111	111	111	111	111
U. S. 5s, '81, O.W.L.y.	111	111	111	111	111
U. S. 5s, 1861, " 4y.	111	111	111	111	111
U. S. 5s, 1867, reg.	111	111	111	111	111
U. S. 5s, 1868, reg.	111	111	111	111	111
U. S. 5s, 1868, coup.	111	111	111	111	111
U. S. 5s, 5-20s, reg. '92	108	108	108	108	108
U. S. 5s, 5-20s, c. '62	111	111	111	111	111
U. S. 5s, 5-20s, reg. '64	108	108	108	108	108
U. S. 5s, 5-20s, c. '64	109	109	109	109	109
U. S. 5s, 5-20s, reg. '65	109	109	109	109	109
U. S. 5s, 5-20s, c. '65	109	110	110	110	109
U. S. 5s, 5-20s, r. n. '65	107	107	107	107	107
U. S. 5s, 5-20s, c. n. '65	107	107	107	107	107
U. S. 5s, 5-20s, r. n. '67	107	107	107	107	107
U. S. 5s, 5-20s, c. n. '67	107	107	107	107	107
7.30 Notes, 2d series	107	107	107	107	107
" 3d series	107	107	107	107	107

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

W. 29. Th. 30. F. 31. Sat. 1. M. 3. Tu. 4

Catawissa	27	23	26	26	26
Camden & Amboy	126	126	126	126	126
" 6s, '70	92	92	92	92	92
" 6s, '75	92	92	92	92	92
" 6s, '83, 92	92	92	92	92	92
" 6s, '89	97	97	97	97	97
Del. Div. Canal	97	97	97	97	97
Simira & W'mport	97	97	97	97	97
" pref.	97	97	97	97	97
Lehigh Navigation	30	29	29	29	29
" 6s, '84	87	86	86	86	87
Lehigh Valley R. R.	61	62	62	62	62
" 6s	92	91	91	91	91
Little Schuylkill R. R.	29	29	29	29	29
" 7s	56	56	56	56	56
Minehill	56	56	56	56	56
Morris Canal	56	56	56	56	56
" pref.	56	56	56	56	56
" 6s, '75	56	56	56	56	56
North Pennsylvania	32	32	32	32	32
" 6s	108	113	113	113	113
Northern Central	56	56	56	56	56
Pennsylvania R. R.	56	56	56	56	56
" 1st m.	99	99	99	99	99
" 2d m.	99	99	99	99	99
Penn. State, 6s 1st series	105	105	105	105	105
" 6s, 2d series	105	105	105	105	105
" 6s, 3d series	105	105	105	105	105
" 6s, W. L.	105	105	105	105	105
Philadelphia City, 6s	102	102	102	102	102
" new	102	102	102	102	102
" munc.	102	102	102	102	102
Philad. Germ. & Nor.	48	48	48	48	48
Phila. & Reading	48	48	48	48	48
" 6s, '80	48	48	48	48	48
" 6s, '70	48	48	48	48	48
Philadelphia & Erie	23	27	27	27	27
" 6s	27	27	27	27	27
Philad. & Sunbury, 7s	13	13	13	13	13
Schuylkill Navigation	13	13	13	13	13
" pref.	13	13	13	13	13
" 6s, '82	71	71	71	71	71
" 6s, '76	71	71	71	71	71
" 6s, '72	71	71	71	71	71
Susq. Canal	59	59	59	59	59
" 6s, '78	59	59	59	59	59
Union Canal, pref.	59	59	59	59	59
" 6s, '83	59	59	59	59	59
Wyoming Valley Canal	59	59	59	59	59
" bonds	59	59	59	59	59
Hestonville, (Horse)	10	10	10	10	10
Chestnut & Wal.	29	29	29	29	29
Green & Coates	29	29	29	29	29
2d and 3d streets	29	29	29	29	29
Spruce & Pine	29	29	29	29	29

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

W. 29. Th. 30. F. 31. Sat. 1. M. 3. Tu. 4

Baltimore City 6s, 1875	99	99	99	99	99
" " 1886	99	99	99	99	99
" " 1870	99	99	99	99	99
" " 1890, 100	99	99	99	99	99
" " 1893	99	99	99	99	99
Balt. and Ohio	130	131	131	130	130
" b'ds, '62	99	99	99	99	99
" " '75, 96	99	99	99	99	99
" " '80	99	99	99	99	99
" " '85	99	99	99	99	99
Northern Central	85	85	85	85	85
" b'ds, 1885	85	85	85	85	85
" " 1900	85	85	85	85	85
City Passenger R. R.	19	19	19	19	19

## Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

Th. 30. F. 31. Sat. 1. M. 3. Tu. 4. W. 5

Boston and Albany	145	145	145	145	145
Boston and Lowell	123	123	123	123	123
Boston and Maine	123	123	123	123	123
Boston and Providence	123	123	123	123	123
Boston, Hartford & Erie	10	10	10	10	10
Cheshire, pref.	67	67	67	67	67
Concord	120	120	120	120	120
Connecticut River	112	112	112	112	112
Eastern, Mass.	120	120	120	120	120
Fitchburg	120	120	120	120	120
Manchester & Lowell	112	112	112	112	112
Michigan Central	112	112	112	112	112
Northern, N. H.	112	112	112	112	112
Ogdens & Lake Champ	59	59	59	59	59
Old Colony & Newport	90	90	90	90	90
Ph. Wil. & Baltimore	55	55	55	55	55
Portland, Saco & Ports	102	102	102	102	102
Vermont & Canada	100	99	99	99	99
Vermont & Mass.	55	55	55	55	55
Broadway (Horse)	55	55	55	55	55
Cambridge	94	94	94	94	94
Metropolitan	59	59	59	59	59
Middlesex	47	47	47	47	47
Central Mining Co.	22	22	22	22	22
Copper Falls	22	22	22	22	22
Franklin	14	14	14	14	14
Huron	69	69	69	69	69
Ile Royale	69	69	69	69	69
National	69	69	69	69	69
Minnesota	4	4	4	4	4
Pewabic	7	7	7	7	7
Pittsburg	20	20	20	20	20
Quincy	26	27	27	27	27
Rockland	5	5	5	5	5

## London Stock Exchange.

The following were the closing prices for American Securities Jan. 10th and 17th:

	Closing Price	Jan. 10.	Jan. 17.
United States, 5-20s, 6 per cent 1882	71 1/2	71 1/2	71 1/2
Do. do. 6 do. 1884	69 1/2	69 1/2	69 1/2
Do. do. 6 do. 1885	70 1/2	70 1/2	70 1/2
Do. do. 6 do. 1886	67 1/2	67 1/2	67 1/2
Do. Bonds 5 p. ct. 1874	71 1/2	71 1/2	71 1/2
United States 10-40s, 6 per cent 1904	67 1/2	67 1/2	67 1/2
Massachusetts State 5 per cent	86	86	86
Virginia State, 5 per cent	50	50	50
Do. 6 per cent	29	29	29
Atl. & Gt. Western, N. Y. sec, 1st	45	45	45
mort, 1890, 7 per cent	45	45	45
Do. do, 2d mort, 1881	45	45	45
Do. Penn., 1st mort, 1877	45	45	45
Do. do, 2d mort, 1882	45	45	45
Do. consold. mort. bonds, 1890	19	20	22 1/2
Detroit and Mil. 1st mort. 7 p. c. 1864	58	61	58
Do. 2d mort. 8 per cent	59	63	59
Erie shares, \$100 (all paid)	49	49	47 1/2
Do. Preference ditto	71	73	71
Do. convertible bonds, 6 p. c.	70	72	70
Do. 3d mort, 1883, 7 p. c.	62	66	62
Illinois Central, 6 p. c., 1875	88	92	88
Do. Redemption Bonds 6 per cent	90	95	90
Do. \$100 shares (all paid)	77	79	77
Do. 7 p. c., 1875	88	89	84 1/2
Marietta & Cin. R. R. bonds, 7 p. c.	65	67	65
Mich. Cen. convertible, 1869, 8 p. c.	68	72	68
Do. S. F. 1st mort, 8 p. c., 1882	67	70	67
New York Central \$100 shares	65	70	67
Panama R. R. 2d mort, 1872, 7 p. c.	104	106	104
Penn. R.R. bonds, 2d mort. con. 6 p. c.	92	94	92
Phil. & Erie 1st mort, 1881, (guaranteed by Penn. R. R.)	81	83	82
Do. with option to be paid in Phil.	81	83	82

## American Railroad Journal.

Saturday, February 8, 1868.

## Stock Exchange and Money Market.

Money has been less active, since our last. Speculation in the public funds, as well as in stocks and gold, has been on a less confident basis. The mercantile traffic has been on a very restricted scale. The influx of capital from the country has been moderate, while the disbursements of the Sub-Treasury have been unusually heavy. The city banks, in their weekly statement, show a gain of \$3,237,440, chiefly from remittances from country National Banks; a loss of \$1,957,008 of legal tender notes, partly through the drain into the Sub-Treasury, which ceased on Friday; a decrease of \$1,151,480 in the specie reserve, and an increase of \$8,023,512 in the loan averages, chiefly due to advances on the public

funds. Their circulation was cut down \$20,241. The Sub-Treasury reduced its cash balances, nearly nine millions, during the week. The floating supply of capital has been very large, and lenders have been quite eager to place balances advantageously, both on call and in the discount form. Call loans have been quite easy at 3@4 per cent. to the Government houses, and 4@5 per cent. to the Stock and Gold Board firms, generally at 4 and 5 per cent. in each instance. Discount applications have been in unusual favor with the banks and with private lenders. Choice to good grades of business paper have been readily passed at from 5 1/2 @ 7 per cent. per annum. Government has been a free buyer of Seven-Thirties, and a moderate seller of Ten-Forties, thus adding to the cash resources of the street. The specie reserve of the city banks is now \$23,955,320, against \$16,332,384 same time last year. The city bank deposits are now \$213,330,524, against \$200,511,596 week ending Feb. 2, 1867. The legal tender reserve amounts to \$65,197,153, against \$65,944,541 same time last year. The circulation now stands at \$34,062,321, against \$32,995,347 same time last year. The loans are now \$266,415,613, against \$251,264,355 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$106,241,504 a day, against a daily average of \$88,067,204 the preceding week, and \$108,299,561 the week ending with Jan. 18, 1868. The current week's exchanges average about \$106,244,282 a day. The city banks, last week, lost \$1,957,008 of legal tender, and \$1,151,480 of specie, while they gained \$3,237,440 in the deposit line. They increased their loans, \$8,023,512; and reduced their circulation, \$20,241.

National Bank notes to the amount of \$66,040 were issued last week, making the total issue to 1,673 banks thus far, \$305,978,751, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$6,045,955, leaving, with the existing 1,689 banks, (having an aggregate capital of \$419,846,790,) an actual circulation at this date, of \$299,542,936. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,210,400; and for the public deposits, \$37,827,950—making a total of \$379,038,350. The Treasury Department last week redeemed and destroyed \$330,100 of worn and mutilated fractional currency, and issued \$502,186 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 1, were \$15,990,564, including \$2,075,843 from customs duties; payments, \$24,826,879, including \$1,312,000 of coin interest; balance at the close of the week, \$98,698,120, against \$107,534,436, at the close of the preceding week, showing a decrease of \$8,836,315. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,134,382 including \$371,410 from customs; and payments, \$2,851,081; on Tuesday, receipts, \$1,700,863 including \$342,971 from customs, and payments, \$598,110. The balance at the close of business on Tuesday stood at \$99,584,225, against \$110,643,141 a week previous; and \$105,640,197 on Jan. 21, 1868. The aggregate receipts of the office in January, were \$92,181,220; aggregate payments, \$95,771,787.

Government paid off \$4,468,550, of the 1847-57 loan, through the local office, in January.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest report was \$245,369,740; aggregate redemptions, \$209,565,000; leaving outstanding certificates to the amount of \$35,804,740.

Government revenues have been a little more prolific, since our last, and since the commencement of the current week, have been generally on the increase. The excises, last week, yielded \$2,730,000, against about \$2,000,000 the preceding week; customs at the port of New York \$2,075,843, and at the outports, about \$650,000 (in coin) more, making the grand total income for the week equal to \$6,682,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$119,000,000.

The Customs of this port in January, were \$7,208,590, or \$2,315,795 less than in January, 1867.

Government received \$7,641,247 from customs, through the port of San Francisco, from Jan. 1, to Dec. 31, 1867, against \$7,189,763 in 1866, \$6,812,368 in 1865, and \$6,378,385 in 1864. The receipts from the same source, during the first ten days of January, 1868, were \$187,956, against \$98,080 same time last year.

The Gold movement has been less animated, but more uniform, during the past week. The fluctuations in the price have been unusually limited, the range having been from 140½¢ to 141½¢, and the latest quotation on Wednesday 141½¢. The market has shown considerable strength, despite the absence of anything like an active inquiry on speculative or mercantile account. The premium has been buoyed up, in part, by the reports of an increase of from 15 to 20 millions in the public indebtedness, during the past month of January, because of the deficient revenues. The export demand has been moderate. The *Russia* on Wednesday carried off \$361,781 in specie. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$277,783, against \$123,388 same time last year. The customs demand for Gold last week, averaged \$345,974 a day; thus far, this week, it has been equal to \$357,190 a day, or equal to a weekly aggregate of \$2,143,140. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$33,484, and from California, \$1,299,124. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was \$116,958,654, against \$130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$64,808,723, against \$72,496,889 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, were \$27,677,556, against \$42,740,913 in 1866, showing a decrease in 1867, of \$15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$18,712,441 against \$27,634,913 same time in the preceding fiscal year,

showing a decrease of \$8,922,472 in 1867-'68. The exports of specie from this port, last week, were \$169,100, against \$685,098 same week last year. The exports of specie, hence, since July 1, 1867, have been \$34,536,617, against \$19,988,580 same time in 1866-'7. The total outflow of specie from the port, in 1867, was \$51,841,678, against \$62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,312,000, and since July 1, 1867, \$49,465,520, against \$33,135,408 same time in 1866-'7. The total coin interest disbursements through the Government office, in 1867, was \$61,871,348, against \$48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1867, reached \$40,671,797, against \$44,365,668 1866, \$44,426,172 in 1865, and \$55,707,201 in 1864. The exports from San Francisco, from Jan. 1, to Jan. 18, 1868, were \$1,897,200.

Foreign exchange has been in rather better supply and moderate request at less buoyant prices. There has been a more liberal offering of commercial bills which have not been very salable. Bankers' 60 day bills on London closed on Wednesday at 109½¢@109¾¢, and on Paris to 5.18¼¢@5.13¼¢; sight bills on London to 110@110¼¢, and on Paris to 5.12½¢@5.11¼¢. The offering of produce bills have been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,219,009, against \$2,881,102 same week last year; total, since July 1, 1867, \$107,721,598, against \$111,471,288 same time in 1866-'67. The total value of exports of produce and merchandise in 1867, was \$189,688,044, against \$192,329,554 in 1866.

Government securities have been generally quoted firmer in price, though the business of the week has been on a less extensive scale, especially among the street purchasers. The investment demand has been fair, chiefly for the later Fifties and the Ten-forties. The Seven-thirties and Compound Interest Notes have been sought after by the redeeming agents of the Treasury, and have not been freely offered in the open market. Holders of all descriptions of the public funds have been more confident in their views, in the firm belief that Congress will do nothing to impair the faith of the Government pledged to their payment.

U. S. sixes of 1861 closed here on Wednesday at 111¼¢@111½¢; U. S. Five-twenties of 1862, 111¼¢@111½¢; U. S. Five-twenties of 1864 at 108¾¢@109½¢; U. S. Five-twenties of 1865 at 109½¢@110; U. S. Five-twenties of 1865, consolidated, 107¾¢@107½¢; U. S. Five-twenties of 1867, 107¾¢@108; U. S. Ten-forties at 104¾¢@104½¢, and U. S. Seven-thirties at 107½¢@107¼¢. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½¢@1¼¢ of 1 per cent. on these figures:

May, 1865 ..... 117½¢ | September, 1865... 116½¢  
August, 1865 .... 116½¢ | October, 1865 .... 115½¢  
U. S. three per cent. certificates ..... 100¼¢

Railway and miscellaneous stocks have been much depressed and lower in price, under a pressure to realize, especially on the more purely speculative stocks, which have been forced on the market, in amounts far beyond the immediate requirements of the operators on the bull side.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 22.	Jan. 29.	Feb. 5.
Consols.....	92½	93½	93½
U. S. 5-20's of 1862....	71½	72	72
Erie.....	48¾	48¾	48
Ill. Central.....	85½	86½	87

The aggregate revenues of the British Government, last year, were £68,663,516, against £68,785,662 in 1866. The revenue from the various sources compare, thus:

	Year ended Dec. 31, 1866.	Year ended Dec. 31, 1867.
Customs.....	£21,915,000	£22,630,000
Excise.....	20,616,000	19,955,000
Stamps.....	9,291,000	9,597,000
Taxes.....	3,468,000	3,484,000
Property tax.....	5,458,000	5,266,000
Post office.....	4,375,000	4,630,000
Crown lands.....	327,000	337,000
Miscellaneous.....	3,240,662	2,764,516
Totals....	£68,785,662	£68,663,516

General business have been quite tame, since our last. Breadstuffs and Provisions have favored buyers, on a less active call for the leading articles. Cotton has been less active, at irregular prices, closing at 19@19¼ cents, chiefly 19¼ for middling uplands, per lb. The stock of cotton now here is estimated at about 52,000 bales. The receipts at the port this week, have averaged about 3,700 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,192,000 bales, against 1,040,000 bales same time last year; exports, same time, 697,000 bales, against 473,000 bales same time last year; stock on hand at latest dates, 353,000 bales, against 560,000 bales same date last year. At the Live Stock markets this week Beeves have been in good request at buoyant prices, the range having been from 10@18c. per lb.; week's receipts, 4,951. Veal Calves have been in fair demand at from 9@13c. per lb.; receipts, 748. Sheep and lambs active at from 5@8, per lb.; receipts, 20,862. Swine have been more active at from 7¼¢@8¼¢. per lb., all live weight; receipts, 10,910. Foreign merchandise has been a little more sought after in special lines, since our last, but the aggregate trade has been quite light for the season. The Dry Goods Imports in January amounted to only \$5,119,359 according to the invoiced value, as against \$11,928,872 in January 1867. The amount marketed in January was \$4,765,026, against \$8,897,443 in January of last year. The total imports of foreign dry goods, last week, were \$1,321,855, and the total amount marketed \$1,215,904. The value of foreign merchandise imported last week, was \$2,625,769—making the grand total specie value of last week's imports of dry goods and merchandise, \$3,947,624, against \$4,207,960, same week last year; total since July 1, 1867, \$130,922,974, against \$158,172,833 same time in 1866-'67. The aggregate for the year 1867, was \$242,478,575 against \$277,043,050 in 1866. The ocean freight market has been less active; rates have been quoted much lower. For Liverpool we quote flour at 3s. per bbl.; grain at 8¼d.@8½d. per bushel; cotton at 1¼d.@1½d. per lb.; and heavy



goods at 30s. @ 37s. 6d. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 487.

The New York exports, exclusive of specie, for the week ending Feb. 4, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$2,881,102	\$3,218,009
Prev. reported.....	13,908,549	13,360,704

Since January 1..... \$16,789,651 \$16,578,713

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods.....	\$3,152,844	\$1,821,855
Gen. merchandise.....	1,055,116	2,625,769

Total for the week..... \$4,207,960 \$3,947,624

Previously reported.... 14,955,517 9,557,989

Since January 1..... \$19,163,477 \$18,505,613

The balance in the Sub-Treasury on Wednesday was \$100,554,962 41.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Michigan 7s, W. L., 99; do., 6s, 1883, 95; Connecticut W. L., 99½; Illinois coupon bonds, 1879, 99½; Georgia 7s, 81; New York State 6s, 1872, 102; do., Bounty Loan reg., 108¼; Ohio 6s, 1886, 101; do., 1891, 101½; Brooklyn 6s, W. L., 95; Buffalo N. Y. and Erie 1st mort., 92½; Peninsular 1st mort., 85; Great Western 2d mort., 72¾; Chicago and Milwaukee 1st mort., 86; Chicago and Great Eastern 1st mort., 74¾; Toledo, Peoria and Warsaw 1st mort., E. D., 82; Ohio and Mississippi 1st mort., 91; Long Dock bonds, 98; Lackawanna and Western 1st mort., 95; Illinois and Southern Iowa 1st mort., 74; New York and New Haven 6s, 97; Rensselaer and Saratoga R. R., 81; New Jersey R. R., 132; New Jersey Central, 115; Cleveland, Painesville and Ashtabula, 110; Hannibal and St. Joseph, 59½; do., pref., 71½; Dubuque and Sioux City R. R., 50; Long Island R. R., 43; Chicago and Milwaukee, 72; Adams' Express Co., 73½; Wells-Fargo Express, 42¼; Am. Exp., 68½; U. S. Express, 71; Merchants' Union Exp., 35½; N. Y. Guano, 12½; Boston Water Power Co., 21; Western Union Telegraph, 35½; do., 7s, 80¾; Bank of Commerce, 116; Merchants' Exchange Bank, 107; Ocean Bank, 102; Central National Bank, 104; Ninth National Bank, 104; Fourth National Bank, 103; Importers' and Traders' Bank, 118; St. Nicholas Bank, 102; Continental Bank, 103; Bank of North America, Bank, 104; Shoe and Leather Bank, 110; Phoenix Bank, 104; Irving Bank, 106; Metropolitan Bank, 128½; Merchants' Bank, 114½; Gallatin National Bank, 110; Alameda Silver, 1.00; Benton Gold, 0.35; Black Hawk Gold, 4.50; Consol. Gregory Gold, 4.85; Corydon, 0.40; Calumet Copper, 25.00; Davidson Copper, 0.35; Edgehill Mining, 3.50; Hope Gold, 0.15; La Crosse Gold, 0.40; Montana Gold, 0.38; Midas Silver, 0.75; New York Gold, 0.98; Nye Gold, 0.03; Quartz Hill Gold, 1.10; Rocky Mt., 0.19; Rockland Copper, 5.00; Smith and Parmelee, 2.70; Walkill Lead, 0.35; United States petroleum, 2.25; Central, 0.50; Buchanan Farm, 0.32; Rynd Farm, 0.15.

*Philadelphia.*—Phila. and Erie 7s, 1885, 78; Bald Eagle Valley R. R. bonds, 77; West Jersey 6s, 88½; Philadelphia and Reading mort., 6s,

1843-'80, 92½; Warren and Franklin 7s, 80; Connecting R. R. bonds, 89; Phila., Wil. and Balt. 6s, 95; Harrisburg and Lancaster R. R., 53½; Westchester R. R., 18; Allegheny County Coupon 5s, 73½; Phila. City 5s, 1871, 88; Lehigh Coal and Navigation 6s, gold loan, 94; Morris Canal 2d mort. 81; North Branch Canal bonds, 65; Union R. R. bonds, 39; West Philadelphia, 64½; Girard College R. R., 26½; Tenth and Eleventh streets, 64½; Ridge Avenue R. R., 7; Fifth and Sixth streets R. R., 36; Big Mt. Coal, 4½; Green Mt., 3; Fulton Coal, 5; Butler Coal, 7; St. Nicholas Coal, 1; Shamokin Coal, 4; N. Y. and Middle Coal Fields, 3¼; Hazleton Coal, 49½; Ocean Oil, 3¼; Keystone Zinc, ¾; Manufacturers' Bank, 81½; Central National Bank, 119¾; Philadelphia Bank, 160; Commercial Bank, 61; Bank of North America, 245; Seventh National Bank, 102¾; Farmers' and Mechanics' Bank, 135; Girard Bank, 57½. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 101½@102; State 5s, reg., 97@98½; do., coupon, 95@100; do., 6s, W. L., 101@102½; Reading, 46¼@46½; do., 6s, 1870, 96@97; do., bonds, 92@93; Camden and Amboy, 125¼@126; do., mort. 6s, 1889, 97@99; do., 1883, 87@89; Penn. R. R., 54½@54½; do., 1st mort., 99@100; do., 2d mort., 95@97; Little Schuylkill R. R., 28@30; Morris Canal, 83@40; do., pref., 84@89; do., bonds, 90@93; Wyoming Valley Canal, 34¼@36½; do., 6s, 72½@78; Susquehanna Canal, 13¼@14; do., 6s, 58¼@60; Sch. Nav., 13@14; do., pref., 21¼@21¼; do., 6s, 1882, 71@72½; Union Canal bonds, 15¼@17; Delaware Div. Canal, 53@—; do., bonds, 83@85; Elmira and Williamsport, 30½@31½; do., pref., 40@45; do., 7s, 1873, 93@93; do., 6s, 59@62; Lehigh Coal and Navigation, 28¾@29; do., bonds, 1884, 87@87½; North Pennsylvania, 32@35; do., 6s, 89¼@90¼; Philadelphia and Erie, 27¾@27½; do., 6s, 94½@95; Minehill, 56½@56¾; Catawissa, 8@13; do., pref., 26¾@27; Lehigh Valley, 52¼@52½; do., bonds, 94½@96; Fifth and Sixth streets, (horse,) 36@40; Second and Third, —@—; West Philadelphia, 64½@65¾; Spruce and Pine, 25¾@26; Green and Coates, 28@29; Chestnut and Walnut, 45@46; Thirteenth and Fifteenth, 17¾@18; Girard College, 26@28; Tenth and Eleventh, 64@64½; Union, 37@37½; Hestonville, 10½@11¼.

*Boston.*—New York and Boston Air Line 6s, 56; Old Colony and Newport 6s, 1875, 95; do., 7s, 1877, 101½; Vermont Central and Vermont and Canada 8s, 1877, 102½; Vermont Central 1st mort., consolidated, 72½; Boston, Hartford and Erie 7s, 64½; Western R. R. 6s, 1875, 97¼; Rutland 1st mort., 151; do., 2d mort., 50¼; Phila., Wil. and Balt. 6s, 1876, 96; Rutland R. R., 25; Granite Railway, 49; Indianapolis and Cincinnati, 33; Ogdensburg and Lake Champlain pref., 102¼; Sandusky and Cincinnati pref., 34½; Cary Imp., Co., 7¾; Boston Water Power Co., 21¼; Boston and Roxbury Mill, 39; Waverly Land Co., 1¾; Ophir (N. S.) gold, 1.55; Vermont 6s, 100; New Hampshire 6s, 1878, 99¾; do., 1884, 100½; Rhode Island 6s, 1883, 101; Connecticut 6s, 100; Maine 6s, 1889, 100; Massachusetts 6s, 1876, gold, 117; Cook Co., Ills. 7s, 96; Chicago 7s, 1888, sewerage, 98; do., W. L., 97¾; do., Municipal, 96¾; Albany 6s, 1879, 95; Augusta 6s, 1870, 96½; do., 1877, 92; Boston 6s,

1877, currency, 103½; Portland 6s, 1877, municipal, 94½; St. Louis 6s, gold, 97½; do., municipal, 83; Bath 6s, 1891, 91; Lynn 6s, 1885, 98¾; Charlestown 6s, 1875, 100; East Boston Gas, 28½; Atlas National Bank, 116; Eliot National Bank, 109¼; Merchants' National Bank, 119¾; Market National Bank, 105; North National Bank, 120; Old Boston National Bank, 117½; Suffolk National Bank, 117¾; State National Bank, 105; Allouez Mining Co., 3; Calumet, 28; Concord, 25½; Humboldt, 80c.; Hancock, 6½; Madison, 62½c.; St. Clair, 3; South Side, 62½c.; Superior, 75c.

*Baltimore.*—Virginia 6s, old, reg., 37½; Maryland 6s, 1870, coupon, 102; Central Ohio R. R., 33½; Marietta and Cincinnati 1st mort., 89½; do., 2d mort., 65; N. W. Va. 1st mort., 89½; Western Maryland 1st mort., 90; do., 2d mort., unendorsed, 74; Santa Clara Mining Co., 1¼; Balt. and Cuba S. & M. Co., 45; George's Creek, 65; Franklin Bank, 13¾; Merchants' Bank, 109; National Exchange Bank, 97; Union Bank, 61¾; Bank of Baltimore, 110½; Mechanics' Bank, 10¼; Farmers' and Planters' Bank, 32½; Bank of Commerce, 26½. The latest quotations are: Balt. and Ohio, 125@130; do., 6s, 1875, 96@96½; do., 1880, 96@96½; do., 1885, 98¼@98¾; Northern Central, 44½@44¾; do., bonds, 1885, 85½@85¾; do., 1900, 83@85; N. W. Va., 17½@18; do., 1st mort., 94@—; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 88½@89½; do., 2d mort., 65@66; Central Ohio, 33@33½; do., 1st mort., 86½@87; Western Md. 6s, 1890, 72@75; do., guar., 92@92½; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99@99½; do., 1886, 97@98; do., 1890, 99¼@99½; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 94@94; do., 5s, 1838-'70, 80@80; City Passenger R. R., 18@19; Canton Co., 58@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@75; Santa Clara, 1.25@1.25; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.75@0.80; Mineral Hill, 0.20@0.24; Baltimore Coal, 290@—.

#### Erie Extension Canal.

The gross amount of tonnage carried over the Erie Extension Canal during the past year was 528,374 tons. Of this 165,850 tons were received at and shipped from Erie, which includes coal, iron ore, limestone and miscellaneous freight. Of lumber, staves, &c., 5,732 tons, and of goods, iron, nails, 3,066 tons. Of iron ore the amount is near 50,000 tons, and of coal not far from 100,000 tons have been brought to Erie. The number of boats cleared from Erie was 1,956. The arrivals not far from 2,000. The rates of freight ranged from \$1 50 to \$1 75 including tolls.

The Cincinnati Gazette says that the negotiations for some time pending have been concluded between the Baltimore and Ohio, the Marietta and Cincinnati, and the Indianapolis, Cincinnati and Lafayette Railroad Companies, by which these lines, so far as working arrangements are concerned, are to be one.

The first section of the Buffalo and Washington Railroad, from Buffalo to Aurora, has been completed.

**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of January, were:

**ENTERED FOR CONSUMPTION.**

	1867.	1868.
Manufactures of wool....	\$1,680,183	\$573,888
" cotton....	1,625,857	645,633
" silk.....	943,349	1,011,850
" flax.....	954,847	496,704
Miscellaneous dry goods..	632,284	432,027
<b>Total entered for consump.</b>	<b>\$5,836,470</b>	<b>\$3,160,052</b>

**WITHDRAWN FROM WAREHOUSE.**

	1867.	1868.
Manufactures of wool....	\$1,289,835	\$485,651
" cotton....	564,166	387,824
" silk.....	394,871	180,473
" flax.....	715,894	438,948
Miscellaneous dry goods..	96,707	112,078
<b>Total withdrawn from warehouse.....</b>	<b>\$3,060,973</b>	<b>\$1,604,974</b>
<b>Add entered for consump.</b>	<b>5,836,470</b>	<b>3,160,052</b>

**Tot. thrown on the market..** \$8,897,443 \$4,765,026

**ENTERED FOR WAREHOUSING.**

	1867.	1868.
Manufactures of wool....	\$2,182,140	\$742,515
" cotton....	1,720,379	474,220
" silk.....	988,480	285,623
" flax.....	917,864	321,216
Miscellaneous dry goods..	283,539	135,733
<b>Total entered for wareh'g..</b>	<b>\$6,092,402</b>	<b>\$1,959,307</b>
<b>Total entered for consump.</b>	<b>5,836,470</b>	<b>3,160,052</b>

**Total entered at the port.** \$11,928,872 \$5,119,359

The imports of foreign dry goods at New York for seven months ending with January:

**ENTERED FOR CONSUMPTION.**

	1867.	1868.
Manufactures of wool....	\$16,200,853	\$9,195,939
" cotton....	6,824,511	4,578,045
" silk.....	7,385,484	8,357,712
" flax.....	6,080,874	3,920,756
Miscellaneous dry goods.	4,320,981	3,258,096
<b>Tot. entered for consump.</b>	<b>\$40,812,703</b>	<b>\$29,310,577</b>

**WITHDRAWN FROM WAREHOUSE.**

	1867.	1868.
Manufactures of wool....	\$9,864,285	\$7,919,569
" cotton....	2,228,659	1,774,648
" silk.....	4,109,691	2,757,381
" flax.....	2,856,933	2,699,641
Miscellaneous dry goods.	670,143	830,986
<b>Total withdrawn from warehouse.....</b>	<b>\$19,729,711</b>	<b>\$15,982,225</b>
<b>Add entered for consump.</b>	<b>40,812,703</b>	<b>29,310,577</b>

**Total thrown on the market.....** \$70,542,414 \$45,292,802

**ENTERED FOR WAREHOUSING.**

	1867.	1868.
Manufactures of wool....	\$11,733,412	\$7,561,547
" cotton....	4,511,266	1,916,246
" silk.....	4,983,127	2,410,205
" flax.....	5,206,686	2,559,792
Miscellaneous dry goods.	1,189,671	725,350
<b>Total entered warehouse.</b>	<b>\$27,624,162</b>	<b>\$15,173,140</b>
<b>Add entered for consump.</b>	<b>40,812,703</b>	<b>29,310,577</b>

**Total entered at the port..** \$68,436,865 \$44,483,717

Imports of foreign dry goods at New York for the month of January:

Year.	invoiced Value.
1862 .....	\$2,965,252
1863 .....	5,269,181
1864 .....	8,184,314
1865 .....	2,350,635
1866 .....	15,769,091
1867 .....	11,928,872
1868 .....	5,119,359

**Journal of Railroad Law.**

**RAILROADS NOT BOUND TO DELIVER AT OWNER'S PLACE OF BUSINESS—CAN DEMAND ONE RECEIPT FOR ALL GOODS ARRIVED, THOUGH REMOVED IN PORTIONS BY THE OWNER.**

The facts in the late case of the Morris and Essex Railroad Co. vs. Ayres and others, (5 N. J., 393,) sufficiently appear in the opinion of the Court.

This case was certified from the Morris Circuit for the advisory opinion of this Court.

HAINES, J.—The plaintiffs, being merchants at Morristown, had certain articles of merchandise transported for them by the defendants from the City of New York to their place of business. The goods consisting of about three loads for a one-horse wagon, were safely brought to Morristown and stored in the warehouse of the defendants, ready to be delivered to the plaintiffs on their signing a receipt for the whole quantity and paying the freight.

The freight was duly paid, but the plaintiffs refused to sign a receipt for all the goods, and proposed to remove them by a wagon load at a time, and to give receipts for such as they might take at each load. The regulations of the company required a receipt for all the goods before any part were removed, and without such receipt their agent refused to deliver any part of them.

Thereupon the plaintiffs brought their writ of replevin, by virtue of which the sheriff delivered to them the whole quantity. The object of the action is to test the validity of the regulation.

A verdict was rendered for the plaintiffs; and several exceptions having been taken by the defendants during the trial, the judge directed the same to be certified to this Court for its advisory opinion on the several points stated in the case.

The obligation of common carriers by railway is safely to transport the goods to the place of destination, to deposit them without delay and without additional charge in their warehouse, until the owner or consignee has a reasonable time to remove them. They are not required as carriers by wagon, to deliver at the door or place of business of the owner or consignee, nor as carriers by water, to give notice of their arrival. Their route being confined to the track, renders the first impracticable without the use of wagons, which is not part of their contract, and the usual certainty of the arrival of the train renders the latter unnecessary, and by the usage of the business was not required.

Having the merchandise in good order, and safely stored and protected from the weather and from trespassers, and ready for delivery, allowing a reasonable time for the owner or consignee to remove them, their duty as carriers ceases, and they are no longer liable as carriers. After that they become warehousemen, with the liability only of bailees without hire, and responsible only for ordinary neglect. Redfield on Railways, 252-3; 1 Pars. on Contr., 671, 663; Pierce on Am. Railways, 436; Powell vs. Myers, 26 Wend., 591; Gould vs. Chapin, 10 Barb., 612; Thomas vs. Boston and Providence R. R. corporation, 10 Metc., 472; Norway Plains Co. vs. Boston and Maine R. R. Co., 1 Gray, 263.

After so depositing them in their warehouse, they keep the goods for the exclusive benefit of the owner, whose duty it is to remove them in a reasonable time. Garside vs. Trent and Mersey

Navigation Co., 4 Term. R., 581; Brown vs. Denison, 2 Wend., 593; Ackley vs. Kellogg, 8 Cow., 223.

In the case before us, the defendants had performed all their duty as to transportation and storage, and had the goods ready for delivery, subject only to the signing of a receipt, or all in accordance with the regulation.

The question then arose, whether that regulation was reasonable, and that was a question of fact to be determined by the jury. The validity of a by-law which binds the members of the corporation only, and not third persons, is purely a question of law. But the reasonableness of the regulation as is deemed necessary and conducive to the comfort, convenience, or safety of passengers, or to protect the rights of the company, is purely a question of fact. The reasonableness or unreasonableness of such regulation is properly for the consideration, not of the Court, but of the jury. State vs. Overton, 4 Zab., 435, 441.

The court, therefore, did not err in refusing to non-suit the plaintiffs, and in submitting the question of fact to the jury. Thus the first point certified is answered in the negative, to wit, that the motion to non-suit ought not to have been granted.

The verdict having been against the defendants and consequently against the reasonableness of the regulation, a further question is presented, whether the verdict was or was not against the weight of evidence on that subject.

By the testimony in the case, it appears, that the company had experienced great inconvenience and great difficulty arising from the delivery of so large an amount of freight to so many persons without retaining some written evidence of the delivery; and they could not tell in any particular case, whether particular goods were delivered or not; and that there was a further difficulty arising from persons leaving goods at the depot for a length of time, and taking them away in parcels, and frequent complaints had been made of goods being there, after the company thought they had reason to remove their goods as speedily as they could, and also to give to the company evidence that the goods had been safely brought to the place of delivery, and to have one receipt for all, instead of a receipt for such portion as the owner might see proper to take away from time to time. An opportunity was offered to the owner to examine the goods to see if they were all there and in good order, before a receipt was required.

The rule, which had been applied to one of the principal stations of the company, was found to operate well, so that in five years there was not an instance of any one receipting for goods, and afterwards claiming that any had been lost or not delivered.

When it was applied to the whole line of the road, it was again found to operate well, and was acquiesced in by freighters generally, some few only complaining that it was oppressive and unjust.

In my judgment there was abundant evidence from which the jury might and should have found the regulation to be reasonable.

The company had a right as carriers, to be discharged of their liability on their being ready to deliver the goods, and to have some written evidence of such discharge. It is not reasonable to require them to employ a witness to the delivery



of every parcel, when and as often as the owner may choose to call for it, nor to be compelled to have as many receipts as the owner may find it convenient to take parcels of his goods.

The company was bound to be ready to make delivery of the goods, but it is one delivery and not many, that the law requires. They have the right also to be discharged from liability as warehousemen. The owner having had the opportunity of inspecting the goods, to see that all were there and in good condition, he was bound to take the custody of them, and to assume the responsibility of their safe keeping, and to remove them out of the way of the company with all reasonable diligence.

To the giving of a single receipt for all the goods at the station, it is no answer to say, that the company gave receipts for them in parcels. The cartmen, who deliver the goods to the freight agent, take receipts for each load, and they can ask for no more. The company are not bound to give receipts for goods before they are delivered at the station, and are seen by the agent there, and each load may, and usually does, constitute one delivery, and for it is given one receipt. On the same principle, the owner at the place of destination has one delivery of all the goods there, and it is reasonable that he should surrender the company's receipts which they have given, or that he give one general voucher for what is delivered to him and placed in his custody. Should any error appear in the quantity of goods delivered, or in the condition of them, the receipt is not conclusive; it is but *parol* and *prima facie* evidence of delivery in good order and in full quantity, and like a bill of lading or any other receipt, is subject to explanation and correction.

I am of opinion, that the verdict was against the weight of evidence, and that the Circuit Court should be advised to set it aside, and to grant a new trial.

This, of course, answers the fourth and fifth points certified, and supersedes the necessity of considering the second and third points.

#### Burning Cars.

COBOURG, ONTARIO,  
Dominion of Canada,  
Jan. 31, 1868.

To the Editor of the RAILROAD JOURNAL.

SIR.—During the last three months, there has been great loss of life and property, by the burning of passenger cars, heated on the old plan.

Now sir, I can assure you that although I have over three hundred coaches heated on my plan, and many of them have been upset during the last three years, there has not been one single accident by fire, nor the loss by that means of one cent's worth of property to any Railroad Company using my plan of heating and ventilation.

I use for wood or coal, but one stove in each car, and that is a double stove, or a stove within a stove. The plates are all heavy, and it is next to impossible to break them, so that the fire can get out. But there is an additional safeguard. The stove stands on a "water box" which contains about 5 pails of water, used for purifying the air before it goes into the stove. In case of an upset, all this water is poured over the stove and the floor of the car, so that if fire should get out, (which however has never yet been the case) it would be at once extinguished. In addition,

no passenger could be burned against the stove, for it throws out no heat from the plates. The car is heated entirely by air. The following testimonials will show in what estimation my plan is held.

Yours respectfully,

H. JONES RUTTAN.

CHICAGO, April 20th, 1867.

#### "TO WHOM IT MAY CONCERN."

We the undersigned, Superintendents of Railways, have applied RUTTAN'S Plan of Ventilation to our Coaches. The large supply of pure air, entirely freed from dust and cinders, and the downward exhaustion which prevents Passengers inhaling each other's breath, are most valuable characteristics of his system, and, in our opinion, render it the most desirable of any yet introduced. We would also bear testimony to the winter arrangement which, whilst it supplies a large quantity of fresh warmed air, effects a very considerable saving in fuel. One stove only being used in each car.

Office of the Chicago, Burlington and  
Quincy R. R. Co.,  
Chicago, April 18, 1867.

H. J. RUTTAN, Esq.,

DEAR SIR.—Having had occasion for the past year to ride upon our trains between Chicago and Aurora, a distance of forty miles, almost daily, in coaches using your system of ventilation. It affords me pleasure to state, that nothing more perfect for furnishing a full supply of fresh pure air is desirable.

During the past winter, the coaches seating 76 persons each, were warmed by one stove placed in the end of the car, and were rendered entirely comfortable in the coldest days. To some considerable extent I have observed the working of your plan for heating and ventilating buildings, and I have yet to learn of a case which has not proved satisfactory.

Yours very respectfully,

A. T. HALL,

Treas. C. B. & Q. R. R. Co.

R. N. RICE, General Superintendent Michigan Central Railroad.

J. B. SUTHERLAND, Superintendent Car and Locomotive Dep't Michigan Central Railroad.

R. HARRIS, General Superintendent Chicago, Burlington and Quincy Railroad.

A. N. TOWNE, late General Superintendent Chicago and Great Eastern Railroad.

M. HUGHETT, General Superintendent Illinois Central Railroad.

R. HALE, General Superintendent Chicago and Alton Railroad.

R. EATON, Superintendent Car and Locomotive Dep't Grand Trunk Railway of Canada.

#### Chicago and Great Eastern Railroad.

The Cincinnati *Commercial* says that the Columbus and Indiana Central Railway Co. will take possession of the Chicago and Great Eastern Railroad on the 12th of February. The consolidated line will embrace seven hundred and eighty-eight miles of track, as follows: Chicago and Great Eastern, two hundred and twenty-four miles; Indiana Central, one hundred and eighty-eight miles; Peoria, Logansport and Burlington, one hundred and eighty-three miles; Union and Logansport, ninety-three miles. The main shops of the new company will be located at Logansport,

#### Columbus, Chicago and Indiana Central Railway.

Last Thursday the last rail was laid on the Union and Logansport Railway, and in response to invitations kindly extended by Wm. Foster, Esq., Superintendent of the T. L. & B. Railway, a considerable number of the business men of our city witnessed the important event at a point fifteen miles east of this city, where the train from this city was met by the first through train from Columbus, Ohio, bringing B. E. Smith, Esq., President of the C. & I. C. Railway, and the business men of Hartford, Marion, and the other towns along the line of the road.

The last rail was laid, and the last three spikes were driven respectively by Dr. J. N. Converse, President of the Union and Logansport, B. E. Smith, Esq., President of the Columbus and Indiana Central, and J. E. Young, Esq., Vice President of the Chicago and Great Eastern. The greatest enthusiasm prevailed, and cheers were given with a will for each of these gentlemen, and for W. D. Judson Esq., Pres't of the C. & G. E., and Wm. Foster, Esq., Supt of the T. L. & B. Railway. A brief welcome was made by Dr. J. M. Justice and T. H. Bringham of this city.

This event is of such great importance in its bearings upon the future prosperity of Logansport, as to demand more than a passing notice. The last two years have been marked by many important Railway projects, and the consolidation of so many different roads renders it necessary to take the map and look over the territory to fully comprehend the magnitude and extent of the interests involved in the completion of the Union and Logansport Railway and the passage of the first train over it from Columbus to Logansport.

We learn that the stockholders of both the Chicago and Great Eastern and the Columbus and Indianapolis Railways have voted upon the consolidation of the two roads. The vote in both cases was most favorable—95 per cent. of the stock being represented, and not a dissenting vote cast.

This completes the consolidation of the following corporations: The Columbus and Indiana Central; Union and Logansport; Toledo, Logansport and Burlington; and Chicago and Great Eastern; making in one corporation six hundred miles of road under one organization.

The name of the consolidated road is to be the "Columbus, Chicago and Indiana Central Railway."

The laws of Ohio are such that the Board of Directors of the new consolidated railway cannot be elected sooner than twenty days from the date of the vote for the consolidation of the companies, and the time for the election has been fixed on the 12th of February. The new Board to be elected will comprise members of both the old Boards, and the new corporation will thus enjoy the benefit of the great ability and experience of gentlemen who have had charge of the separate organizations.

The organization is composed of prominent New York, Pennsylvania and Ohio capitalists, and has also as stock and bondholders many strong business men in Indiana and Illinois, who will by their foresight reap fine incomes and build up an immense freight and passenger business for the connecting lines east of Columbus. The strength and power of the Pennsylvania Railroad is acknowledged on all hands, and the eminent ability with which it is managed has placed it as the great route of the United States. It now reaches west over the Panhandle to Columbus, giving this new consolidation line the best possible eastern outlet via Pittsburg to Philadelphia and New York. Many of the Pennsylvania and eastern stockholders are deeply interested in this new organization, and will give to it such material aid as to bring to their own line a fourfold return for their investment.

Another very strong feature of this consolidated line, and for shippers on its various lines of connection, is the fact that the Baltimore and Ohio Railroad, which is second only to the Pennsylvania, has its western terminus at Columbus, giving the

advantage of two competing lines to the Atlantic for both freight and passengers.

The Columbus and Indiana Central, under efficient management, has for years been in a prosperous condition, extending from the Capital of Ohio to the Capital of Indiana, and has well been called the Central. From its Indianapolis terminus, it will always command a very large and profitable business from Central and Southern Illinois and Indiana. To make a certainty of Louisville and Nashville, a new short line has been built connecting with the Central main line at Cambridge City.

The entire line of the old Indiana Central is through the best portion of Indiana and Ohio, and it must maintain a very prominent position as one of the great trunk roads of the West.

Eighty three miles west of Columbus is the junction of the Union and Logansport Railway, which runs 114 miles through a rich and highly cultivated farming country—a part of the way through the Mississinewa Valley, being acknowledged as among the best farming land in the West. Its western terminus is Logansport, where it forms a junction and has now become consolidated with the Toledo, Logansport and Burlington Railway from Logansport to the State Line of Illinois, and with the Chicago and Great Eastern to Chicago, making it a portion of the new route from Chicago to Columbus and Pittsburg and the eastern cities. This line is fully able to compete with the Pittsburg, Fort Wayne and Chicago Railway for the immense trade of Pittsburg, or as a through line which will be now in connection with and receive the influence and benefits of the Indiana Central.

The line west of Logansport to the Illinois State line will be run in connection with the Logansport, Peoria and Warsaw Railway to the Mississippi river, and is one of the best located lines in the West, and when finished, as it will be during the coming year, and if not consolidated, will be run in connection with the new organization of which we are writing. The Peoria and Warsaw road occupying a central line through Illinois, must command a large and profitable freight and passenger business, and by running in concert with the new line will greatly add to its own as well as to the interest of the new company. This road is extending and has already opened a part of the line from Peoria to Warsaw and Keokuk, and when this enterprise is completed the road must be one of the central lines to the Pacific.

The through trade formerly between Cincinnati and Chicago by way of Indianapolis and Lafayette, by the arrangement with Mr. Lord, is now over the White Water Valley Road, connecting with the Chicago and Great Eastern at Hagerstown, thus securing this travel by way of Logansport and adding largely to the earnings of the new company.

The location of this Great Consolidated Railway is such that it must become one of the most powerful corporations on this continent. By the shortest existing lines from the Atlantic cities it strikes such important points as Louisville, St. Louis, Indianapolis and Peoria, and is the shortest but one between New York and Chicago.

By its branch from Cambridge City, Indiana, it will on the first of May commence running its trains directly from Louisville to New York—the Silver Palace Cars running through without change.

As soon as the new line between Logansport and Union is ballasted, or about the first of June, through trains, from New York to Chicago will be put on.

A contract has been made with the White Water Valley Railway to do on that line the exclusive business between Chicago and Cincinnati instead of over the Cincinnati, Hamilton and Dayton road as formerly. This route will be forty four miles shorter than any other line between the two cities. Mr. Lord, the owner of the White Water Valley road, has nothing to do beyond this with this line. Mr. Lord agrees by this contract to abandon the route from Cincinnati to Chicago by way of Lafayette.

The trains on the Chicago and Great Eastern Railway will continue to run to Richmond, notwithstanding the Hagerstown route, as the road derives a greater amount of trade from Richmond and points east on the Little Miami Road than from Cincinnati.

This consolidation and construction of the Logansport and Union road has been accomplished mainly by the untiring energy of the President of the Columbus and Indiana Central Road, B. E. Smith, Esq., of Columbus, Ohio, who from a private banker at Columbus has placed himself by his capital and sterling business integrity, at the head of this strong corporation, which is destined to be second to no other corporation in the Western States.

We understand that no time is to be lost in putting the new line in first class condition. A contract has been made with J. J. A. Q'realy & Co., for ballasting about 85 miles of the road. Yesterday two gravel trains with the steam shovel were put at work at the gravel pit south of this city. At Marion the work of ballasting with steam shovel and ample trains will commence as soon as the frost is out of the ground in the spring.

We understand that a subscription to the Bonds of the new consolidated company has already been obtained sufficiently large to pay the floating indebtedness of the Great Eastern Railway which has been such a weight upon it. Ample funds have also been secured to carry on this year, with the same vigor that characterized the past year the work of rebuilding the Chicago and Great Eastern, when Joseph E. Young, Esq., the energetic Vice President of the company, gave almost his entire time and attention to superintending the relaying of nearly forty miles of track with new iron, and ballasting and putting the road in its present fine condition. The most powerful and enterprising corporations in this country aid in this work, and its rapid prosecution and completion at an early day is thus placed beyond a doubt.

Taking this new organization in its extent, and commanding as it does such an immense territory, it must, unquestionably at an early day become a first class road and one which to the section over which it passes and to the holders of stock and bonds must be equal to any road in the West. The character of the parties who control it gives a certain guarantee that the public are to be liberally accommodated, and we ask our own citizens to extend all the aid in their power to this new enterprise which can so greatly promote the growth and prosperity of our city and county. —*Logansport Pharos, Jan. 25.*

#### Southern Railroads.

The South is preparing, after the suspension of half a dozen years, to resume the work of completing her system of internal improvements. Cessation upon these works was by no means the least of the misfortunes consequent upon the war. Not only were there in every State short portions of roads to be finished, but there were several main or trunk lines upon which also all progress was for the time suspended.

The work upon which the south as a whole was particularly interested, and for which a large appropriation was made by the Confederate Congress, was a link of one hundred miles connecting Dalton, Ga., the southern terminus of the Virginia and Tennessee chain of roads, with Selma, a focal point in Alabama, and thus, with the Southwestern roads, and the Gulf harbors. This work has now been resumed, and a call is made for one thousand hands. It will, probably be completed to Rome in six months, when the connection will be made by way of Kingston, and the Western and Atlantic Railroad. This is a part of what is known as the *Continental Railway*, connecting the New England cities with New Orleans and Texas, and ultimately, with the Pacific at Mazatlan, or Guaymas, by the shortest practicable route. For a road across the Continent it presents more favorable features and less disadvantages than any other. It passes through some twenty States and will thread many of the most populous and

flourishing cities, thus bringing into its through traffic the commerce of the zones, and at the same time uniting in one common work many a different race and character. Its entire length will be not far from 3,350 miles—from New York City, say 2,450 miles.

Another enterprise which is more purely Southern is the *Charleston, Memphis and Topeka Railway*. It is calculated to tap the Union Pacific in the valley of the North Platte and lead off directly to the Southern States and their seaports their legitimate portion of the California business. Charleston, Augusta, Atlanta and Memphis, are upon the same straight line; Memphis being a little less than 700 miles from the Atlantic seaboard. At present the route is from Atlanta by way of Chattanooga, making a detour of some 50 miles to the northward, and increasing the distance probably 60 to 70 miles. It is contemplated (and the surveys are partially made,) to connect Atlanta with Decatur direct—when a trunk line will be established between the Mississippi Valley and Tide Water, that can have no rival for directness.

Next to St. Louis and New Orleans, Memphis is decidedly the most important place upon the Mississippi River. It is a point from which radiates several important lines of railroads upon the east, while it commands the entrance to Arkansas and the country westward. By the Memphis and Little Rock road, the Great Valley of the Arkansas is accessible, and by the Topeka extension, connection will be made with the Pacific Railway, thus shortening the distance to tide water several hundred miles at least, over the route by Chicago to New York. This extension is indispensable to the Southern States and particularly to Arkansas and Southwestern Missouri. Its influence will be to build up an important harbor at Charleston or Savannah, or at some intermediate point having better capacity—and will be a step favoring direct foreign trade with the Southern States. From Memphis to the Union Pacific, in the vicinity of Topeka, is some 425 miles—making in all about 1,100 miles to the seaboard. It is intended to enlist French and English capitalists in this work, and thus infuse new life into the business arteries of the South, and impregnate her with ideas of foreign industry.

From Mobile to New Orleans, some 140 miles, the work of construction is going on. This forms a part of the great coastwise route connecting all the important cities and harbors, from New York to Texas.

The *Alabama Central* from Montgomery to Decatur is another work about being resumed, and of great importance in the development of the State. There is no coal or iron in the whole country superior to that found in Alabama. When this road is completed, and a large share of it was done before the war, there will be a through route by way of Nashville from Chicago to Mobile and Pensacola upon nearly a direct line.

The *Knoxville and Kentucky* work has been in progress for the year past, and is making its way towards the Great West by Louisville and Cincinnati. The completion of the road from Knoxville, South, will give the Northwest a seaboard connection at Charleston, differing but little in distance with New York.

These are some of the main lines, though indeed but a small part of the public work in progress in the Southern States. With her soil and climate there is no reason why in a few years the South will not be cut and crossed in every direction by lines of railway, and as able to sustain them as the Western States. They will become so many additional bands to bind the country together. —*Portland Argus.*

#### Shamokin Coal Trade.

The *Sunbury (Pa.) American* says that the amount of coal shipped from the Shamokin coal region over the Shamokin division of the Northern Central Railroad, during the year 1867, was 485,697 tons, against 557,160 tons in 1866, a decrease of 71,463 tons. This does not, however,



give the entire production of the region, from the fact that during the year the Enterprise road has been extended to four collieries, and carried from them 87,836 tons. From which deduct decrease by Northern Central road and it leaves the total product of the region, for the year, 16,373 tons in excess of that of 1866, besides taking into account the shipment from the Reliance colliery, which may be set down at 200,000 tons.

#### Railroad Earnings.--Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the 4th week of Jan., 1868, were.....\$278,712 25  
Same week in 1867..... 237,712 25

Increase.....\$41,000 00

The earnings of the Chicago and Alton Railroad for the fourth week in January, 1868, were.....\$67,476 05  
Corresponding period previous year .. 58,826 05

Increase.....\$8,650 00

The earnings of the Western Union Railroad for the 4th week in Jan., 1868 ..\$16,437 63  
Corresponding week previous year.... 10,564 06

Increase.....\$5,873 57

The earnings of the Chicago and Rock Island Railroad for the fourth week in January, 1868, were.....\$67,100 00  
Corresponding week of previous year.. 52,519 00

Increase.....\$14,581 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Jan., 1868 ..\$242,283 09  
Corresponding week previous year .. 199,489 72

Increase.....\$42,793 37

The earnings of the Detroit and Milwaukee Railroad for the week ending January 30, 1868, were.....\$21,835 00  
Corresponding week of 1867..... 18,330 00

Increase.....\$3,505 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Jan., 1868, were.....\$122,946 00  
Corresponding week of 1867..... 95,700 00

Increase.....\$27,246 00

#### To Contractors.

PROPOSALS will be received until March 1st, 1868, for the GRADING MASONRY, BRIDGING and TRACK LAYING of the OAKINGTON BRANCH RAILROAD, from its junction with the Philadelphia, Wilmington and Baltimore Railroad, two and one-half miles south of Havre de Grace to the Bay Shore at Oakington, 2 52-100 miles.

Bids to be made for the entire work, including the furnishing of TIES and IRON (50 lbs. to the yard), or for any part of the same. Plans and specifications to be seen at the office of R. K. HAWLEY & CO., No. 16 Eastern avenue, Baltimore, where proposals will be addressed.  
R. K. HAWLEY, President.

#### TO BRIDGE CONTRACTORS,

LOUISVILLE, CINCINNATI, AND LEXINGTON RAILROAD,

CHIEF ENGINEER'S OFFICE,  
LOUISVILLE, Ky., January 13, 1868.

SEALED PROPOSALS will be received at this office until February 15, 1868, for about twenty-six hundred lineal feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 150, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payments cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trestling on the line.

I. M. ST. JOHN,  
Chief Engineer.

## BELDING, KEITH & Co., American Bankers & Merchants,

80, LOMBARD ST., LONDON, E. C.

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**STEAM & HORSE**

**HOLLOW SHAFTING; LOCOMOTIVE, MARINE, & OTHER TUBES, HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES, GUN BARRELS, GUN JACKETS AND ORDNANCE.**

**For**

**And for all purposes requiring great STRENGTH and SOLIDITY**

**The PUNCHED STEEL is confidently recommended as the best article in the market, saving from 20 to 50 per cent. in weight, and giving considerably greater strength than solid steel.**

**LENG & OGDEN,**  
Iron and Steel Merchants and Importers,  
4 & 6 FLETCHER ST., NEW YORK.

## Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the MAIN TRACK IS NEVER BROKEN, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns THE LIFE and LIMB of all Travelers upon Railroads.

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa.

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

## IRON BRIDGES, PIVOT BRIDGES,

AND

## TURN TABLES.

F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

TRENTON, N. J.

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C. F. I. & C. For Cost, Freight, Insurance, and COMMISSION, any production of Great Britain can be procured at the lowest market rates, through Messrs. BELDING, KEITH & Co., American Bankers and Merchants, 80, Lombard Street, London. Orders by Cable promptly executed. Circulars issued weekly, on application.

THE NEW YORK CENTRAL RAILROAD COMPANY,  
TREASURER'S OFFICE.

ALBANY, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.  
E. D. WORCESTER, Treasurer.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec.  
P. N. BRENNAN, Treas.

THE LOBDELL

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(OLD AND NEW.)

Pig, Scrap Iron and other Metals,  
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Old Rails Re-rolled or Exchanged for New.

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## RAILWAY BUILDINGS AND FIRE PROOF CONSTRUCTION.

E. T. LITTELL &amp; CO.,

ARCHITECTS AND CIVIL ENGINEERS,

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Plans and specifications prepared for all classes of Rail-


way and other buildings.

Iron and wooden bridges and roofs of all practicable spans.

Station Buildings, Depots, Warehouses, Fire Proof and

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### Swedes & Norway Iron.

Genuine  Dannemora Iron;  
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Continent.

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Special Counting and Reception Rooms available for  
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## CHARLES J. PUSEY & CO.,

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COMMISSION MERCHANTS FOR THE SALE OF

Pig, Merchant Bar & Railroad Iron & Supplies  
OF EVERY DESCRIPTION.

Sole Agents for the Sale of Atkins Bros' make of  
Railroad Iron. Their Works being located in the coal  
& iron districts of Pennsylvania, & having their own Ore  
Mines, Blast Furnaces and Machine Shops, all under their  
ownership and control, in connection with their extensive  
Mills, which have recently been greatly enlarged and im-  
proved, enables them, with their long experience, to pro-  
duce Rails, which for evenness and regularity of quality  
and finish, cannot be excelled anywhere.

Rails of any desired weight or pattern furnished on  
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"FULTON WORKS."

ROBERT H. LONG.

Late Fleet Engineer U. S. Navy.

## GRICE & LONG, ENGINEERS, MACHINISTS AND CAR BUILDERS,

Patentees and Builders of

## DUMMY ENGINES,

For every description of Light Railroad Traffic, including

## SHIFTING ENGINES,

And Builders of every Description of Railroad Cars.

Also Patentees and Sole Manufacturers of

## Long's Patent Marine Salinometer Pots.

N. B.—The public are cautioned against Infringements of this Patent.

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Office: FULTON WORKS, 1340 Beach St.,

Philadelphia.

## S. E. HASLETT,

### Iron and Metal Broker,

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